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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MAY 17, 1834.

NEW-YORK AND ERIE RAILROAD. - We stated in our last that an appropriation had been made for a complete survey of this great work. We have since been informed, that the appropriation is only \$15,000, a sum much less than will be required to make a thorough survey. It is, however, sufficient to make a beginning, and we have no doubt but that an equal amount, or nearly so, will be subscribed by the owners of real estate in this city and along the line of the road.

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An early survey of this route is highly important, and an early commencement of the work of equal importance to this city, quite as much so, indeed, as to the country through which it will pass; as Pennsylvania is pushing her works up to the State line, in order to intercept the trade of the southern counties; and she will not be disappointed either, unless New-York throws aside her sectional policy, and deals equally liberal with all parts of the State as she has with the northern section, and opens another outlet to her own markets, for the produce of her own soil. The southern tier o. counties, or some parts of them, can obtain, (and have done it this season,) their supply of merchandise from New-York, or Philadelphia, through the Pennsylvania canals, several weeks before the ERIE CANAL was navigable. New-York can only counteract this by opening a more ready—an earlier communication, and this may be done by a railroad.

struction after it is surveyed.

and Advocate of Internal Improvements.

North Port, Ala., April 25, 1834.

Sometime in the fall of 1832, No. 36 of the Railroad Journal came into my hands. I am not absolutely certain that it is still published in New-York, though I am informed that it is. My object in writing at this time is, to request you to send me a Number of the Journal, if it is still published. On the receipt of it I will transmit to you the subscription price of one copy for one year, and perhaps more. The reason for my wishing to subscribe for the Railroad Journal is, that through the medium of it, to give publicity to the designs and wishes of so many of the people of this State who are anxious for a railroad between Tuskaloosa to Tuscumbia, a distance of about 100 miles, or a little over. It is not my intention to dilate on this subject at this time. It is sufficient, for the present, to mention, briefly, that in the event of the existence of this road, 100,000 bales of cotton, now raised in Tennessee valley, get to market in going one-third the distance that it is now carried. The goods taken in exof cotton, now raised in Tennessee valley, could would then be a direct communication, by means of the Tennessee river, which runs nearly north from Tuscumbia into the Ohio, from Cincinnati and the immense country of the West, to Mobile, consequently, all the rope, bagging, twine, flour, bacon, potatoes, whiskey, and a variety of other articles, that now go the long route to New-Orleans, Mobile, and thence up our rivers, would come down the railroad to Tuskaloosa, and through the middle of Alabata Mobile. ma to Mobile. The goods taken in exchange would return back on the road. Flour, bacon, and potatoes, on account of the delay in going to New-Orleans, and the hot weather, are frequently spoiled before arriving here. The great north and south travel is another important consideration; and also that the country through which this road would pass abounds in stone coal. Tuskaloosa is at the head of navigation, on the Black Warrior river. North Port is opposite the town of Tuskaloosa, on the other side of the river, and ships between a not the content of cotton annually.

|| handed to us, which has been before published || the facilities and conveniences of business in a different form, containing some very good men in the interior of Alabama. We consider reasons why the State should not only survey the projectors of the Tuscumbia, Courtland, the route, but also contribute largely to its con- and Decatur Railroad among the true benefactors of the State. That road, short as it is, will become the centre of action. It will, within Railroad from Tuskaloosa to Tuscumbia. To a few years, be continued to the Atlantic on the Editor of the American Railroad Journal the east, the Mississippi on the west, the gulf of Mexico on the south, and the Ohio on the north; and will be intersected by numerous other shorter railroads from all the principal towns in their vicinity.

> Newly Invented Railways. Communicated by the Inventor. To the Editor of the Ameri-can Railroad Journal, and Advocate of Internal Improvements.

> DEAR SIR,—I have now finished planting trees, for the present season at least, and snatch the first moment's time to fulfil the promise l have made you respecting my newly invented railways. I now give you a description, though an imperfect one, of this notable contrivance.

> The supports of the railways are construct. The supports of the railways are constructed out of common dock logs, which, in the first instance, are to be subjected to the operation of being well charred. Their butt ends are then to be inserted in the ground three or four feet deep, and surrounded by ruple stones well rammed in. The height of these supports will depend upon circumstances, from one hundred foat high down to not less than ten feet high down to not less than ten.

> In order to give to these supports a due de-gree of stiffness and strength, I propose making the ways double, which will afford sufficient room to give them these properties. The spaces longitudinally between these supports, according to circumstances, may be occasionally extended to 500 feet, perhaps to a thousand. Whenever the extension is considerable, a sufficient number of lighter supports may be used. These may probably be made to give the necessary support without being inserted in the ground.

I shall now proceed to describe the mode of constructing the rails. In the first place, round iron, from a quarter to a half an inch in thick-ness, must be stretched across from pillar to pillar. These iron rods must be placed imme-diately under the rails—three to each rail. On in stone coal. Tuskaloosa is at the head of national three to each rail. On the Pennsylvania canals, several weeks of ore the Eric Canal was navigable. Newfork can only counteract this by opening a stone ready—an earlier communication, and its may be done by a railroad.

We shall give in our next a communication in stone coal. Tuskaloosa is at the head of national to Tuskaloosa, on the Black Warrior river. North these the rails are formed of common plank, expending the whole length, placed one on the top of the other, breaking joints. The whole number of the plank thus layed will depend on circumstances, perhaps 8 or 10 may prove sufficient. A proper cement must be used between Railroad to Tuscaloosa will add greatly to one solid mass. When the rails are thus formed, a shoeing of some species of hard wood must be laid on, for the wheels to run on. These wheels must be tired with hard wood instead of iron. It is contemplated that, thus elevated at Decation of the last annual report, it will be the date of the last annual report. above the dust and mud of common roads, they

will last a long time.

The expense of a rail constructed as above would be small indeed when compared with the railroads now in use. It probably would not cost one-fourth of the latter, where iron is universally in use. But, independently of the difference of expense in the construction, as well as in the reparation of such a road, the advan-tages to be derived from its use are numerous and important. Its elevation not only protects it from dust, &c., but places it out of the reach of all interruptions, and permits also the pas-sage across its path below of all sorts of other carriages in all directions. The farmer, instead of his usual dread of a railroad across his premises, will, on the contrary, court the approach of such a railroad as above described, as a great convenience in his various transportations, without incommoding him in any way. Whilst the railroad is passing over his head, he pursues his different agricultural avocations on the surface of the ground uninterruptedly. The room the supports occupy is too trivial to be noticed; but another most important circumstance is, that it completely does away with all necessity of embankments and deep cuttings, leaving the ordinary surface of the ground free and clear; and, should the undulating project prove really advantageous, it would enjoy all the benefits arising from that source, exempted from all extra expense.

But there is one source of improvement which had nearly escaped my memory. forward wheels, perhaps all the wheels, should have attached to each of them a wheel of a foot or 18 inches diameter, revolving horizontally, so placed that its periphery shall approach the in-ner side of the rails within half an inch, when the carriage is passing through the middle of the road, so as to prevent much deviation the refrom whenever the wheels come in contact with either side of the rails. The mode now in use of preventing the carriage wheels from running off the ways is clumsy, and attended with much friction, so as to occasion considerable wear and tear. In order to prevent the carriage wheels from slipping on the ways, the peri-phery thereof should be covered with Indian rubber or leather made perfectly water tight.

Your obedient servant, Hoboken, May 10, 1834.

The following Report of the Engineer to the President and Directors of the Tuscumbia, Courtland and Decatur Railroad Company will be found highly cheering to the friends of railroads, especially to those who look forward to the construction of a railroad from New-York through the Atlantic States to the Mississippi.

We also publish to-day two letters from gentlemen, one in Tennessee, and the other in Alabama, by which it will be seen that the Southern States are even taking the lead of the North.

Report of the Engineer to the President and Directors of the Tuscumbia, Courtland and Decatur Railroad Company.

Engineer's Office, Tuscumbia, March 4, 1834.

GENTLEMEN,-In presenting my second anreport, I have pleasure in stating that the different parts of the work have been steadily progressing; although not with that celerity and dispatch that was anticipated in our last annual exposition. The causes that have retarded the progress of the work are divers; the principal, however, may be attributed to the fact of the whole line being in the hands of one company of contractors.

recollected, the location had then been established to a point on the East branch of Big Nance Creek, near Courtland. Since that time, and indeed quite lately, the line has been located to the termination on the Tennessee river, at the town of Decatur. The total length of the rail-road, between its terminations on the Tennes-

see river, is 45.214 miles, viz.: The Tuscumbia railway, extending from the depot on the Tennessee river to Maine street in Tuscumbia 1st division of the Tuscumbia, Courtland and Decatur railroad, from Main street in Tuscumbia to the West bank of

Town Creek 2d division, from point last named to the East boundary of the town of Court-3d division, from Courtland to the termi-

nation at Decatur -

for reference.

Total in length, 45.214

- 19.480

estimates upon the final location, will be made out and reported as soon as practicable.

I will merely remark that the limits and restrictions as to grade and curvature, which have heretofore been adopted, have been strictly obtained, viz.: 25 feet per mile as the maximum inclination, and 1,512 as the minimum radius of

curvature. There has been no curve laid on the first 13 miles of the road above Courtland on a less radius than 3,793 feet. One straight line has been obtained of a little over 4 miles, and ano-ther of 3½ miles in length. The route, as now located, is the same in almost every particular described as letter A in my report upon the ex-perimental surveys, above Courtland, submit-ted to your Board, 9th December last, a copy of which is herewith submitted, marked No.

The general result of the estimates, as presented in the said report, will not, I appre-hend, be materially changed upon the final estimates. The line, through the town of Courtland, has been located somewhat differently from what was anticipated when the report above referred to was presented. In order to comply with an arrangement made and agreed to by your Board, with the citizens of Court-land, it was found necessary to change the location as formerly made from station No. 296, being half a mile West of Big Nance, by curving to the right, and after crossing the public road, taking a direction for the street, through the centre of the public square in town, crossing the creek above the present bridge, at right angles with the stream. The principal disadvan-tage in this location is a high embankment, which has to be made immediately East of the creek. But it was deemed preferable to en-counter this than the extra length of bridge that would have been required on the other route. The bridge will have one of its abut-ments on solid rock foundation and will be only a little over 100 feet long. The curves are also more agreeable, not being so sharp. Upon the other route, crossing below the road bridge, the bridge must have been 180 feet long, and located diagonally upon the stream.

An inclined plane is to be located in the town

of Decatur, to overcome the difference of level between high water in the Tennessee river and the elevation of the Railroad. The grade of the road where the inclined plane commences is 25.41 feet above high water. The length of the inclined plane will be 330 feet, and its inclination 1 in 13.5, or say 4 degrees and 15 mi-

At the date of the last annual report there had been 62 miles of the road graded above Tuscumbia. At this time the graduation may be said to be completed to station No. 178, on the second division, a distance of 191 miles, and about a mile more is graded a short distance West from Courtland; making say 201 miles of graduation accomplished. Deduct 62 and it leaves 124 miles done during the present year. It is to be remarked that much the heaviest portion of the whole line, in proportion to distance, has been finished. Contracts for the gradua-tion of the whole line from Courtland to Decatur, except the first 3 miles above Courtland, were entered into, as your Board will remember, on the 16th day of January last, divided as follows, viz.: H. W. Rhodes, to extend 5 miles west from Decatur; Wm. Ellett, 1 mile west from Dr. Rhodes; Amos Kemble, the next 2 miles; A. & J. B. Hill, the next 4 miles; and Messrs. Combs and Dobbin, the next 4 miles. The first 8 miles extending from Decatur to-wards Courtland are taken at the estimate that The field work having only just been completed, no maps or profiles of the line can, at this time, be furnished; but these, as also the per cubic yard, for excavation and embankper cubic yard, for excavation and embank-ment; and the grubbing, chopping and masonry, at the estimates to be fixed by the engineer. I am happy to state that three of the principal contractors commenced immediately after their engagement, with the company, and are progressing handsomely with their work. The grading from Big Nance to the Public Square in Courtland, was undertaken by Mr. Pearsoll, who has also commenced operations. The whole of the graduation is promised [by the contracts] to be accomplished by the 1st day of July next.

CONSTRUCTION.

Of this branch of the work there had only been one ½ mile uompleted at the date of the last annual report, upon 2½ miles the sleepers and strings had been laid, and upon a little over 2 miles, the sleepers only had been laid down.

At this time the construction may be said to be entirely completed to Town Creek, a distance of 141 miles above Tuscumbia, deducting mile, and it leaves 143 miles which have been finished during the past year. There remains now a distance of about 84 miles to be done to reach the town of Courtland, which it is expected will certainly be completed by the 1st day of July Contracts for the construction of the road above Courtland were also entered into, as your Board are aware—at Courtland, on the 16th of January last, viz.: with Dr. H. W. Rhodes, 5 miles, extending west from Decatur, the same ground of which he has the grading; Wm. Ellett, one mile, next to Dr. R.; Mr. Kemble, two next miles; Messrs Pope Thompson, four miles next to Mr. Kemble, and two miles extending from Big Nance Creek, eastwardly; Messrs. Combs and Dob-bin have undertaken the next four miles, of which they have the grading; and Mr. S. Stevens has the balance, being about two miles.

The whole line is taken at the uniform price of \$2 131 per rod run, for the complete con-struction of the road, including the filling in of the horse-path of earth, and the covering of the ends of the sleepers.

Contracts for a sufficiency of timber of all contracts for a sufficiency of timber of all kinds have also been entered into. Cedar sleepers at 30 cents per sleeper, and cedar strings at \$5 per 100 ft., oak at \$4 50; all to be delivered upon the line, at the proper points, by the 1st June next. The complete construction of the road is promised in the contracts by the 1st day of October next.

There has been delivered and received upon the line of railroad fincluding all above T cumbia] as appears from the inspector's reports, pany of contractors.

Competition, it is acknowledged, in almost every pursuit, gives life to business, and had the work been let in smaller contracts, there is which will be best explained by reference to a cumbia las appears from the hispector's reports, cumbia las appears from t

There has been imported from Liverpool, and landed at the company's depot, 18,898 bars of railroad iron, weighing 929,562 pounds, being about a sufficiency to make 261 miles of single track of railroad. There has also been received in all, from the Troy iron and uail factory, New-York, 37,696 lbs. of spikes and joint plates; castings for four complete turnouts have been obtained from Nappier's works in Tennessee.

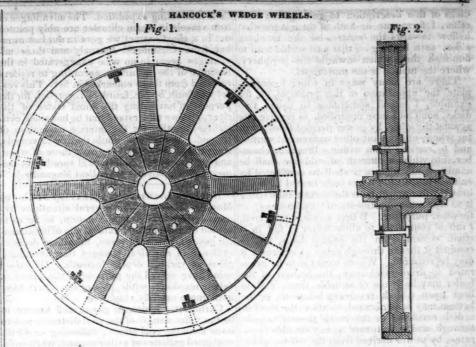
An order for the necessary quantity of iron, spikes, and end plates, which will be required for the completion of the railroad, was made out and forwarded in December last.

The depot and inclined plane at the termination of the Tuscumbia railway was nearly completed at the date of the last annual report, and was soon after finished, but it was feared that a want of sufficient room would be felt when the business season should arrive. With a view of obviating any difficulties on this head, several plans for the enlargement of the warehouse were suggested and discussed, and finally it was concluded to build storage rooms for cotton alone, immediately below the warehouse; and accordingly a building of frame, underpinned with rock, has been erected, 60 by 60 feet, and although measures were taken in due time, as was supposed, for the accomplishment of this business, I am sorry to say, the said building is not even now entirely completed, and, as must readily be seen, much inconvenience, and even actual damage, has been sustained in consequence thereof.

It is also true, that had the said building been entirely completed, there would still have been a deficiency in room for the storage of cotton, as well as for goods, even the present year, limited as the business of the road is, compared with what it must be another year, or when the road shall have been completed to Decatur. In view, therefore, of the entire accomplishment of the road, during the present year, and in order to meet the immense business that must offer itself to the company the next season, and with a determination to give satisfaction to the patrons of the road, it has been determined by a committee appointed by your Board, that a considera-ble enlargement of the depot is indispensable, and that the engineer furnish plans and specifications, and advertise for proposals for the building of the same. Accordingly, an adver-tisement has been made, soliciting proposals until the 24th of the present month, for the building of a permanent wharf, 250 feet long, upon which will be erected a frame warehouse, of the same length, by 60 feet in width, also the extension of the present depot 75 feet at the east end, and the full width of the said house. Those buildings being erected, it is believed business will be done with economy and credit to the company, and entire satisfaction to the community. The sheds in the town of Tuscumbia remain as they were this time last year. The company has lately purchased three lots of half an acre each, contiguous to the railroad, and very near the business part of the town; which lots are designed to be occupied and offices, that by the warchouse, sheds and offices, that will be needed in the plan.

[To be continued.]

FORCE OF TRACTION .- Experiments, in every ly show, that the force of traction is uniformcase, nearly in an exact proportion to the strength and hardness of a road. The follow. ing are the results: On a well made pavement, the power required to draw a waggon is 33 lbs.; on a road made with six inches of broken stone of great hardness, laid on a foundation of large stones, set in the form of a pavement, is 46 lbs.; on a road made with a thick coating of broken stone, laid on earth, the power required is 65 lbs.; and on a road made with a thick coating of gravel, laid on earth, the power required is 147 bs. Thus it appears that the results of actual experiments fully correspond with those deduced from the laws of science."—[Parnell's atise on Roads.]



Mancock's Wedge Wheels. [From the London Mechanics' Magazine.

SIR,-I forward you a sketch and description of the wedge wheels which I have adopted for my steam carriages, having found those of other constructions insufficient for the purpose. Being desirous of employing vertical wheels, and knowing that those on the common plan could not stand in this position, I determined on trying a pair constructed in the manner I am about to deseribe, and which description I am induced to send you, from a belief they may be found with comparative lightness, and are by no useful generally, and more particularly to means expensive in their first cost. those who are engaged in similar pursuits with myself.

Fig. 1 is a front view of a wheel, with the front bindplate removed, to show the meeting of the wedged spokes, which are of straight grained, well seasoned ash, tennoned into the felloes as in common wheels, but the nave ends are very accurately fitted to each other in radial joints, butting against the iron box of the axle, and forming around it, to the circumference of the bind-plate (shown by a dotted circle), a solid connecion of timber.

Fig. 2 is a horizontal central section of the above. The tire is secured by a bolt and nut, or rivets, through each felloe, the heads being countersunk, so as to stand flush with the outside of the tire. The box, which contains a reservoir for oil, is formed with its flange in one casting, the outside diameter of the flange being the same as that of the front bind-plate, which is like a large invention. wrought iron washer, and shown detached at fig. 3.

Screw bolts pass through the back flange, spokes, and front bindplate, the nuts turning

ing slightly rounded off.

necessarily depend upon the size of the wheel, as well as the work it is required to perform. Having worked many such wheels on my carriages, I can say, from experience, which may be preferred. When I make two



wheel; they combine permanent strength

I am, sir, yours, &c. WALTER HANCOCK. Stratford, Essex, January, 1834.

P. S.—The Infant has a set of dished wheels on this principle, now in good condition, after having performed work which would have worn out two or three sets of wheels of the common construction.

Specification of a Patent for Furnaces for Ge-nerating Heat by Friction, and applying the same to economical purposes. Granted to same to economical purposes. Granted to John W. Cochran, Lowell, Middlesex county, Massachusetts, November 19, 1834.

To all whom it may concern, be it known, that I, John W. Cochran, of Lowell, in the county of Middlesex, and state of Massachusetts, have invented a Friction Furnace for generating heat without the consumption of fuel, and applying the same to economical pur-poses; and I do hereby declare that the follow-ing is a full and exact description of my said

Although the fact that heat may be generated by friction is one of universal notoriety, it does not appear that the idea of applying this heat to economical purposes has ever been practi-cally acted upon; I, however, have ascertained against the face of which brace all together as one solid nave. There is one of these bolts to each spoke, as shown in figs. 1 and 3. The spokes throughout are of a parallel license, and the spokes throughout a parallel license, and the spokes throughout are of a parallel license, and the spokes throughout a parallel license and the spokes throughout are of the spokes throughout a parallel license and the spokes throughout a parallel license and the spokes throughout a par thickness, as shown in fig. 2, the edges be-ing slightly rounded off.

form of common mill stones, and to cause one of them to revolve against the other, under con-I have not entered into the details of the substance of metal and wood, as this must necessarily depend upon the size of the

hollow towards the centre, on the touching as a bearing on that part would tend to diminish the friction towards the periphery, where the motion is the most rapid.

There are many ways in which I contemplate the application of this principle, as, for example, I intend sometimes to cause two disks, such as I have described, to revolve one against the other, by power derived from a waber, into which a current of cold air shall be admitted, and whence it shall be conducted by suitable tubes, after it has been heated by being brought in contact with the disks; thus using it to warm the apartments of any building, or for other purposes. Where steam is preferred, I intend sometimes to allow water to fall in a small stream upon the heated disks, and to conduct it thence through tubes to wherever it may be required. Where steam is to be gened to drive machinery, the bottom of the boiler may be made of suitable form, and to bear upon a disk revolving below it; or the bottom may be perforated, to allow the shaft of a disk revolving in the inside thereof to pass through, and to be turned by any suitable apparatus, by power derived from the steam gene-rated by the heat from the friction, or from any other source.

These various modes will sufficiently illustrate the principle upon which I depend for rendering the heat which was latent, sensible, and active; but I do not intend by this enunci-ation to restrict or confine myself to the form of apparatus herein described, or to the objects to which it may be applied, but to vary the same in any manner which I may find most

convenient and efficient.

It may at first appear that the powerful friction necessary to engender sufficient heat to be usefully employed as a substitute for that extricated in the combustion of fuel, will produce a rapid wearing out and destruction of the rubbing apparatus; I, however, have ascertained, satisfactorily, that when the metals become heated, there is a degree of repulsion produced between them which admits of but little abrasion of their substance.

What I claim as my invention, and for which I ask a patent, is the application of the heat generated by the friction of pieces of metal against each other, to the purpose of heating air, generating steam, and, in fine, to all the economical purposes to which such heat is applicable, proceeding, in its production, upon the principles herein before set forth. JOHN W. COCHRAN.

Railroad from Memphis to Bolivar .- Extract of a letter, dated Memphis, Ten., April 22, 1834, addressed to the Editor of the Railroad Journal, &c.

"Sir,—I am now engaged in the prelimi-nary survey of a railroad from Memphis, through Summerville, to Bolivar. It is intended to connect this with Jackson, and thence to Columbia, and thence probably to Nashville. Probably, in a few years, Nashville will be connected to Louisville on the Ohio River. Cast ing your eye on a map of Tennessee and Ken. tucky, you will see the extent of such a railroad We strongly anticipate a connection with Charleston via Tuscumbia. Numbers in this place wish to take your Journal. I hope to send you something more substantial than words when next I write.

"Very respectfully, "John Thompson."

The writer of the above has our best wishes

* From Mr. De la Beche's Geological Manual (third edition, considerably enlarged in 1833), one of the most instructive and entertaining works which the new and important science of geology has yet produced.—E.D. M. M.

* It appears very remarkable, that in the coal districts of the British isles, where such a large amount of carbusteamboat, and seems to have been the favorite of the two vessels since they departed on as it respects light and heat.

disks of this description to rub against each their interesting expedition. The advantages of ceedingly brisk, and the caldrons are rendered other, I form one or both of them somewhat iron vessels in warm climates are ably pointed useless in a few months. Other bamboos conout in a short extract we gave in our last num-ber from Chambers' Journal; and these advantages seem in no wise exaggerated in the instance of the Alburkha, according to reports received from those embarked in her. This vessel was built by Mr. Laird, of Liverpool, for the purpose of navigating the shoal water of the river, and we understand that he has since constructed another for the interior navigation of ter wheel, or from any other convenient source, and to enclose them within a drum, or cham-from their vast superiority over these of wood, and their durable quality, will speedily be numerously employed.—[Nautical Magazine.]

> NEITHER LIGHTING NOR HEATING BY GAS OF MODERN ORIGIN.*-In several situations removed from any volcanic action, so far as is visible on the surface, natural jets of inflammable gases are seen to issue, affording decisive evidence of chemical changes that are taking place at various depths beneath. Of these, some have served the purpose of the priest to delude mankind, while part of the others have been more usefully employed.

Carburetted hydrogen gas is well known to be the "fire-damp" of the coal districts, and to issue from the coal strata; collecting in the illventilated galleries of collieries, and, when sufficiently mixed with atmospheric air, exploding with great violence when approached incau-tiously with an unprotected flame, spreading mourning and misery among the families of the miners. If the genius of Davy had merely produced his safety lamp, it would alone have united him to the applause and thanks of mankind.

As carburetted hydrogen is so freely liberated in coal mines, it would be expected that it should occasionally be detected on the surface, and accordingly it has been so discovered.* Inflammable gas also occurs in other situations, where there is no reason to suspect the presence of coal strata. Of this the well-known jets of gas in the limestone and serpentine district of the Pietra Mala, between Bologna and

Florence, afford an example.

Captain Beaufort describes an ignited jet of inflammable gas, named the Yanar, near Deliktash, on the coast of Karamania, which perhaps once figured in some religious rites. He states that, "in the inner corner of a ruined building, the wall is undermined so as to leave an aperture of about three feet in diameter, and shaped like the mouth of an oven; from hence the flame issues, giving out an intense heat, yet producing no smoke on the wall." Though the wall was scarcely discolored, small lumps of caked soot were formed in the neck of the opening. The hill is composed of crumbly serpentine and loose blocks of limestone. A short distance down the hill there is another aperture. which, from its appearance, seems once to have given out a similar discharge of gas. nar is supposed to be very ancient, and is possi-bly the jet described by Pliny.

Colonel Rooke informed Captain Beaufort,

that high upon the western mountain at Samos there was an intermittent flame of the same kind; and Major Rennel stated, that a natural jet of inflammable gas, inclosed in a temple at Chittagong, in Bengal, is made use of by the priests, who even cooked with it.

According to M Imbert, gaseous exhalations are employed at Thsee-Lieon-Tsing, in China, to distil saline water, obtained from wells in the neighborhood. Bamboo pipes carry the gas from the spring to the place where it is to be consumed. These tubes are terminated by a tube of pipe clay, to prevent their being burnt. A single well (of gas) heats more than three hundred kettles. The fire thus produced is ex-

useless in a few months. Other bamboos conduct the gas intended for lighting the streets and great rooms or kitchens.

M. Klaproth notices other jets of inflammable

gas in China; one, now extinguished, is stated to have burnt from the second to the thirteenth

century of our era.

It also appears that M. Ræders, inspector of the salt mines of Gottésgabe, at Reine, in the country of Tecklenberg, has for two or three years used an inflammable gas, which issues from these mines not only as a light, but for all the purposes of cookery. He obtains it from the pits that have been abandoned, and conveys it by pipes to his house. From one pit alone a continuous stream of this gas has issued for sixty years. It is supposed to consist of car-buretted hydrogen and olefiant gas.

Inflammable gases are also found to preceed from ground charged with petroleum and naphtha. The inhabitants of Baku, a port on the Caspian Sea, are supplied with no other fuel than that derived from the petroleum and naphtha, with which the earth in the neighborhood is strongly impregnated. About ten miles to the north-east of this town there are many old temples of Guebres, in each of which there is a jet of inflammable gas rising from apertures in the earth. The flame is pale and clear, and smells strongly of sulphur. Another and a larger jet issues from the side of a hill. If, in the circumference of two miles, holes be made in the earth, gas immediately issues, and inflames when a torch is applied. The inhabitants place hollow canes into the ground, to convey the gas upwards, when it is employed for the purposes of cookery, as well as for light.

REMARKS ON THE GYPSIES .- There are few ques . tions in the history of the human species more ous than that of the origin and characters of these singular people. A race of men which presents the most extraordinary phenomenon in social life, has existed nearly four centuries in Europe; and yet re-mains but imperfectly known. Neither time, climate, politics, nor example, have produced any change in their institutions, their manners, their language, er their religious ideas. The Isrealites are the only people, who have preserved, like them, their primi character in foreign lands.*

Different writers have assigned to these people a very different origin—one traces them from the eastern part of Tunis—another from Zanguebar one from Mount Caucasus—one considers them as German Jews—and others bring them from Egypt Colchos, the Ukraine, &c. We know of but three writers who have placed one from Mount Caucasus-

this question in a true point of view. The two first whose opinions are admitted by the learned general-ly, are Grellman and David Richardson, who con-sider India as the cradle of Tzengoris or Gypsies; Abbe Dubois places them among the Kouravers of

* Names by which they are known in the different countries in which they reside.—The Arabs and Moors call them Harami, (robbers); the Hungarians Cinganys, and Pharaoh Nepek (people of Pharaoh;) the latter name is also given them in Transylvania; the English have adopted the name of Gypsies, an alteration of the word Egyptians; the Scotch, that of Caird; the Spanish call them Gitanos; the Por-tugues, Ciganos; the Dutch, Heidenen, (idolators); the Russians, Tezengani; the Italians, Zingari; the Swedes, Spakaring; the Danish and Norwegians, Tatars; the Wallachians, Bessarabians, Moldavians, Servians and Sclavonians, Cigani; the Germans, Zigauner; in France they at first received the name Zigeuner; in France they at first received the name of Egyptians and more recently that of Bohemians, because the earliest of the tribe came into France from Bohemia. Historians of the middle ages designate them by the name of Azinghans. the modern Greeks under that of Atinghans; in Adzerbaidjan, they are called Hindou Karuch, (black Hindous); in Persia, Leuri; the Bucharians and inhaitants of Turkietan, call them Tziaghi, which appears to be the root of Tehingeni, the term given by the Turks to this wondering race. I have been acquainted in Europe with three of their Rabers of chiefs, who assure me they call themselves Roumna Chal.—These two words belong to the Mahratta language and signify men who wander in the plains. I consider Tzengarie as their primitive name, and which is still preserved in their mother country. is still preserved in their mother country.

on of the different tribes of Parias or men out o e. The origin of Parias is very ancient. This caste is formed by the union of individuals driven from different castes for offences committed against the religion and laws, and includes a great
number of tribes, among whom may be reckoned
Vallouvers the Chakalis, the Moutchiers, &c., and
lastly the Tzengaris, the primitive tribe of our
Bohemians and Egyptians, or the Zingari of the
nations, which term still resembles the original

The tribe of Tzengaris, called also Vangaris on the coast of Conean and of Malabar, is nomadic.— They are often met in whole bands near the ancient and magnificent city of Visapour, and in the vicinity of Bangalore and Mahicsour, which is called My. sore, from a habit of disfiguring eastern names. They are in general a dark complexion, which justifies the Persian appellation of Black Hindoos. Their religion, institutions, manners, and language differ from those of other tribes of Hindoos. During a war they are addicted to pillage, carry provision for the armies, and fill them with spies and dancers. During peace they make coarse stuffs, and deal in rice, but-ter, salt and opium, &c. Their women are as hand some and agreeable as the generality of Hindoos, but are very lascivious. They often carry off young girls whom they sell to natives and Europeans. are accused of immolating human victims to their de-mons and eating human flesh. They every where follow the trade of errand runners and procurers. The women are fortune-tellers, a business which they practice by striking on a drum in order to invoke demon; then pronouncing with the air of a sybil. and with rare volubility, a string of mystical words, and after having gazed at the sky and examined the lineaments of the hand of the person who consults them, they gravely predict the good or evil which is to be his destiny. The women also practise tatooing, and the figures of stars, flowers, animals, &c. which they imprint upon the skin by puncturation and vege-table juices, are ineffaceable. They live in families, and it is not rare to see father and daughter, and uncle and niece, brother and sister, living like beasts together. They are suspicious, liars gamblers, drunkards, cowards, poltroons, and altogether illiterate; they despise religion, and have no other creed than the fear of evil genii and of fatality. They originated in the province of Mahrat, among the eastern

The celebrated Cherif Eddin assures us that Timur sullied his conquests by the massacre of 100, 000 prisoners, Persians, and Hindeos. The Monguls spread such terror in all parts of India, that great numbers abandoned that unhappy country.— The Hindoos of the three first castes, indeed, remained firm to their country;—their religion made it a duty;—but no place could retain the Soudras and Parias. They are such vagabonds that travelers have met with them in Abyssinia, in Arebia, at Tzouakem in the Persian Gulf, at Penang, at Singapore, at Malacca, at Manilla, at Celebes, at Anyer, and even in China.

It is not natural to believe that the Tzengaris, who are so accustomed to a camp life, and excluded from Hindoo communion, should practise, or feign to practise, religion which offered them so many advantathat they should act as spies and purveyers to ges, that they should act as spies and purveyers the Mongul armies, and that a portion of them should the Mongul armies, and that a portion of them should accompany Timur in his long traverse through Kandahar, Persia. and Burkahra; and after passing through the Caucasian regions, and leaving behind them a train of detatched families, they should have come to a stand, some in Russia, others in Asia Minor; that a second column should have passed from Vantahar into Makan and Isah Arabia; and a third Kandahar into Mekran and Irak Arabia; and a third stayed into Syria, Palestine, and Arabia Petrea, and should have reached Egypt by the Isthmus of Suez, and thence should have passed into Mauritania.

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It is not improbable that those rude travelers land. ed from the Black Sea and Asia Minor in Europe, by the intervention of the Turks during their wars with the Greek empire; and it is equally probable that the first of them who came to Europe, sojourned in

Although it is difficult to explain how they ac quired the name of Gypsies or Egyptians, it is cer-tain they neither have an Egyptian origin, nor came from Egypt to Europe, as Crantz and Munster have proved.

Countries in which the Tzengaris or Gypsies are now found.—These people constitute part of the population of all the countries of Europe and of a large portion of Asia. In Africa they are found only in Egypt, Nubia, Abyssinia, Soudan and Barbary.— They have never appeared in America

They are most numerous in Spain, Ireland, Tur-key and Hungary, but especially in Transylvania, Moldavia, Wallachia, Sclavonia, Courland, Lithua-nia, and the Caucasian provinces.

In England they are still pretty numerous, but are found only in distant places, seldom coming into the towns excepting in small companies of two or three persons. In Germany, Sweden, and Denmark, they have become rare, as also in Switzerland and the Low Countries. In Italy their numbers are dimi-In Spain it is said that there are fifty or nished. sixty thousand of them, and in Hungary, according to the best information, about fifty thousand. In Transylvania, they are most numerous, for in a population of 1,720,000 souls, there are reckoned 104,000 Tzengaris. We do not exaggerate in estimating the Tzengarian or Gypsey population of Europe at nearly a million: in Africa, at 400,000; in India, at 1,500,000; and about 2,000,000 in all the rest of Asia, for except in Asiatic Russia, China, Siam, Annan and Japan, they are every where to be found. Hence we may deem the total population of these people to be five millions.

We have thus a considerable portion of the human ace thrown, as it were, beyond the common rights of nations; so many men wandering about without any claims which can attach them to the soil, encamping in places remote from civilization, living by theit and deception, and every where diffused, notwithstanding the persecution and contempt which are heaped upon them,—G. Louis Domeny De

From a Life of Sir John Moore, by his brother reently published in London, the following extract, descriptive of the close of the battle of Corunna, and the death of Moore, is made :

"Moore then turned to where the 59th regiment, commanded by Majors Charles Napier and Stanhope, was warmly engaged. They leaped over an enclosure, and charged the enamy, Moore exclaiming, Well done, the fiftieth! well done, my majors!'—The French were driven out of the village of Elvi. The French were driven out of the village of Elvina with great slaughter; but Major Stanhope was killed, and Major Napier, advancing too far, was wounded and made prisoner. The contiguous regiment was the 42d, to whom Moore called loudly, 'Highlanders! remember Egypt!' They heard his voice, and rushed forward, bearing down every thing before them, until stopped by a wall, over which they poured their shot. He accompanied them in this charge, and told the soldiers he was well pleased with their conduct. Then he sent Captain Hardinge to order up the guards to the left of the Highlanders. This order was misunderstood by the captain of the This order was misunderstood by the captain of the Highland light company, whose ammunition, from being early engaged, was expended. He conceived that the guards were to relieve his men, and was withdrawing them, when the general, apprized of the mistake, rectified it, by saying, 'My brave 42d, join your comrades; ammunition is coming, and you still have your bayonets! They instantly obeyed. The French having brought up reserves, the battle raged fiercely—fire flashing amidst the smoke, and shot flying from the adverse guns; when Hardinge rode up and reported that the guards were coming quickly. As he spoke, Sir John Moore was struck to the ground by a cannon-ball, which lacerated his left shoulder and chest. He had half-raised himself, the Greek empire; and it is equally probable that the first of them who came to Europe, sojourned in European Turkey, as Aventine informs us, and proceeded thence to Wallachia and Moldavia. In 1714, they were found in Hungary, and at the conclusion of that year they were seen in Germany and Bohemia; the next year in Switzerland, and in 1422 in Italy. Pasquier carries their origin in France to 1417, and says that they styled themselves Christians from Lower Egypt, expelled thence by the Saracens, but that in reality they came from Bohemia. From when Hardinge, having dismounted, caught his hand,

Mohissoun, while others trace them to the country of the Mahrattas as their original position where, indeed, they are still found united in tribes.

The Primitive tribes of the Tzengaris is a subdipersons of both sexes.

The Primitive tribes of the Tzengaris is a subdipersons of both sexes. dinge endeavoured to unbuckle the belt to take it off, when he said with soldierly feelings, 'It is as well as it is: I had rather it should go out of the field with me.' His serenity was so striking, that Hardinge began to hope the wound was not mortal; he express-ed this opinion, and said, that he trusted the sur-geons would confirm it, and that he would still be spared to them. Sir John turned his head, and cast his eyes steadily on the wounded part, and then repli-ed, 'No, Hardinge: I feel that to be impossible. You ed, 'No, Hardinge; I lest that to be impossible. Four meed not go with me; report to General Hope that I am wounded and carried to the rear.' He was then raised from the ground by a Highland sergeant and three soldiers, and slowly conveyed towards Co-

The soldiers had not carried Sir John Moore far,

when two surgeons came running to his aid. They had been employed in dressing the shattered arm of Sir David Baird, who, hearing of the disaster which had occurred to the commander, generously ordered them to desist, and hasten to give him help. But Moore, who was bleeding fast, said to them, You can be of no service to me : go to the wounded soldiers, to whom you may be useful; and he ordered the bearers to move on. But as they pro-ceeded, he repeatedly made them turn round to view the battle, and to listen to the firing; the sound of which, becoming gradually fainter, indicated that which, becoming gradually lanter, indicated that the French were retreating. Before he reached Corunna it was almost dark, and Col. Anderson met him; who, seeing his general borne from the field of battle for the third and last time, and steeped in blood, became speechless wih anguish. Moore pressed his hand, and said in a low tone, 'Anderson, do not leave me. As he was carried into the house, his faithful servant, François, came out, and stood aghast with horror; but his master, to console him, said, smiling, 'My friend, this is nothing.' He was then placed on a mattrass on the floor, and supported by Anderson, who had saved his life at St. Lucia; and some of the gentlemen of his staff came into the room by turns. He asked each, as they entered, if the French were beaten, and was answered affirmatively. They stood around; the pain of his wound became excessive, and deadly paleness overspread his fine features; yet, with unsubdued fortitude, he said, at intervals, 'Anderson, you know that I have always wished to die this way.— I hope the people of England will be satisfied! I hope my country will do me justice! Anderso you will see my friends as soon as you can. Tell them—every thing.—Say to my mother—'. Here his voice faltered; he became excessively agitated, and not being able to preceed, changed the subject. 'Hope!—Hope! I have much to say to him—but cannot get it out. Are colone! Grainam and all my aides-de-camp safe?' (At this greation. Andrean who knew the warm tegred of question, Anderson, who knew the warm regard of the general towards the officers of his staff, made a private sign not to mention that Captain Burrard was mortally wounded.) He then continued,— I have made my will, and have remembered my servants. Colborne has my will, and all my papers. As he spoke these words, Major Colborne, his military secretary, entered the room. He addressed him with his wonted kindness; then, turning to Anderson, said, 'Remember you go to Willoughby Gordon, and tell him it is my request, and that I expect he will give a lieutenant-colonelcy to Major Colborne;—he has been long with me—and I know him to be most worthy of it.' He then asked the major, who had come last from the field, 'Have the French been bearen?' He assured him they had on every point. "It's a great satisfaction,' he aid, 'for me to know that we have beat the French. Is Paget in the room? On being told he was not, he resumed, 'Remember me to him; he is a fine fellow.' Though visibly sinking, he then said, 'I feel myself so strong, I fear I shall be long dying. It's great uneasiness—it's great, great pain!—Every thing François says is right—I have great confidence in him.' He thanked the surgeons for their attendence. Then seeing Captains Percy and Standard the surge of his sides do camp enter he stake to dence in him.' He thanked the surgeons to the attendence. Then seeing Captains Percy and Stanhope, two of his sides-de-camp, enter, he spoke to them kindly, and repeated to them the question, 'If all his aides-de-camp were safe;' and was pleased on being told they were. After a pause, Stanhope caught his eye, and said to him, 'Stanhope! remember me to your sister.' He then became silent. Death, undreaded, approached; and the spirit departed, leaving the bleeding body an oblation offered up to his country."

[From the Mechanics' Magazine.]

NEW ERA OF STEAM POWER .- Mr. BURDEN is progressing rapidly in the construction of his boat; it will be in operation on or before the first of June, and we have no doubt will realize the most sanguine expectations of the inventor -if inventor we dare call him, for, as will be perceived from the annexed communications, there are several who set up a previous claim. But, as a contemporary well observes,—"Other men broke stones before MACADAM but nE broke them to such effect as to be justly deemed an inventor. Other men, in like manner, may have observed the extreme buoyancy of the barrel before Mr. Burden; but the successful application of these principles we do think should entitle Mr. Burden to the title of

We have received the following from Mr. HARRIS, in reply to Archimedes, published in our last number.

Norfolk, Va., April 12, 1834.

SIR,-I have read with no little amusement, in your last number, a communication relative to my Twin Boat, by a writer who signs him-self Archimedes. As he manifests a very laudable desire to prevent people from being "imposed upon by plausible appearances," I have been induced to present for his consideration, through the medium of your valuable journal, some few facts and views which I have no doubt will disperse from his mind the mists or error by which he now appears to be so completely and unconsciously enveloped, and ena-ble him hereafter to direct with the confidence of truth the patronage of "persons possessing both the means and disposition" to patronise valuable improvements. As in my letter, published in your last number, I have publicly con-demned Mr. Burden's boat, I deem it proper to state here that I did not intend that letter for the public. Had that been my purpose I should have made no particular allusion to Mr. Burden's boat, but should have left the public to make their own comparisons. I would not be understood as condemning that letter on account of such particular allusion, (for the publication of Mr. B.'s invention made it a fair subject of public discussion, however rigid,) but merely as intimating that, having no wish to make strictures publicly on any man's con-cerns, and especially to commence a discussion, I should have been for that reason unwilling to have singled out Mr. Burden's invention, as if for the purpose, it would seem, of inviting controversy. My agent, to whom, and for whom alone, I intended that letter, not knowing my sentiments on this subject, judged that, as an advertisement of my invention, that letter would serve a good purpose, and on that account, and not with a view to the injury of Mr. Burden, published it, being perfectly justi-fied in the act by the general principle, that whoever voluntarily introduces his opinions, conduct, or concerns, to public notice, renders them ipso facto justly amenable to public discussion, and in that sense public property, re specting which any man possesses the indubi-table right of expressing his opinions, temperately, whether adverse or otherwise. As that letter is published, and as the remarks of Archimedes call for a reply, I am now, of course, compelled to sustain, as well as I may, by all fair means, my unfavorable opinions of Mr. Burden's invention, which I shall do, entertaining not the least personal hostility against that gentleman, with whom, in fact, I am unacquainted and whom I never saw. If Mr. Burden's plan of constructing twin boats is superior to any yet discovered, Archimedes may rest assured that a comparison of it with mine will redouind to the advantage only of M. B.

gage, &c.

Now, sir, this boat could not have been "in all respects precisely" like mine, for had it been constructed on my plan it would not have been sufficiently buoyant to have carried all the weight above mentioned, and have ventured in to the sound, because its length (35 feet) would have of necessity rendered its other dimensions altogether too contracted for that purpose. What is called a six knot sailing purpose. What is called a six knot sailing breeze would have raised a sea sufficient to have subjected the passengers and workmen to a rather disagreeable and continued cold bath of several inches on deck; and as for cabins, not one fourth of a moderate number of passengers could have stowed themselves in the narrow and shallow holds of so small a twin boat as one built on my plan, only 35 feet long, must of necessity have been. Why, sir, a boy of eight years only could not have sat upright in one of them. But I do not by any means rest on this difference in proportions as a proof that my invention is one sui generis and not identical with Mr. Fairman's boat. That difference, although in itself strong, is comparatively my weakest point, and on that account I present it first. Had I, after splitting, as it were, a single boat apart, left the inner, or, as A. terms them. "approximate" sides, perpendicular, I should have arrived but half way to the completion of my invention. I found by inclining those sides at a very considerable angle towards each other, either in a right lined or curvilinear angle, that many various and important advantages were thereby attained, without losing the advantages resulting from the longitudinal parallelism of those sides. This inclination destroyed their vertical parallelism to each other, and thereby rendered the boat essentially different in form as well as in properties from Mr. Fairman's or any other kind of boat.

In my published letter I did not even mention the curvilinear inclination, for wishing to illustrate my plans by figures, I perceived that no figure which I could draw would be likely to convey a correct idea of that peculiar form, but, on the other hand, would rather be apt to create the impression that I had resorted to something like the five mile "swell" of which Archimedes speaks. That my agent might ob tain a full and clear understanding of my inven-tion, I went regularly to work and first built on paper a single boat, of such dimensions, be it observed, that she would be rendered by them, as a single boat, entirely useless. I then proceeded to divide her, and by the division made the straight inner sides perpendicular. Before altering this perpendicularity, I proved her to be superior to Mr. Burden's boat, on account of the straightness of the inner sides being "a principal point of superiority." In this particular, a half stage only to the completion of my invention, it appears that Mr. F. had preceded me, though it would seem in so inefficient and imperfect a manner as to cause him to condemn it and resort to curved inner sides. It appears that he preceded Mr. Burden in building twin boats, and therefore, on that ground, (namely, their being twins,) may as well dispute the merit of invention with Mr. B. as with me. These (Mr. F.'s) inner sides, by being ultimately curved, exactly resembled Mr. Burden's, but even in their original perpendicular.

den's plan of constructing twin boats is superior to any yet discovered. Archimedes may rest assured that a comparison of it with mine will redound to the advantage only of Mr. B.

Archimedes denies to me the merit of invention, because it appears that a Mr. Simon Fairbann, in 1817, at Middletown, in Connecticut, parallelism; still, the term used as A. would is not correct.

made a very "wonderful discovery" of what ity they were essentially different from my inclined sides, both in form and properties. It chimedes' statement, a "wonderful" boat in-will not do for Archimedes, or any one else, to chimedes' statement, a "wonderful" boat indeed. This boat of Mr. Fairman's, only 35 say that Fairman's boat was composed of timefeet long, was, it appears, sufficiently buoyant to carry men enough to propel it at the rate of considerably more than five miles per hour, carrying also the weight of passengers, their bagman are the form only. I may with as much propriety build a commonly modelled boat of tin, and then get out a patent to prevent people and then get out a patent to prevent people from building such modelled boats from wood. If Mr. Burden chooses to build vessels from coopers' ware, and get out a patent for a new application of staves, why, let him do so; but he certainly cannot prevent men from using the common materials of vessels in constructthe common materials of vessels in construct-ing long, narrow, shallow, twin boats, having curved inner sides. I claim to have invented the right lined and curvilinear inclined inner sides as an "important and original improve-ment"* on the straight parallel inner sides, which latter resemble mine only in their traightness and parallelism to each other

After having proved in my published letter the superiority of the perpendicular, straight, parallel inner sides over Mr. Burden's curved inner sides, I then brought forward the inclination, which, I take pleasure in informing Archimedes, is a great distinctive and original merit of my invention. If Archimedes desires it, I can send him a copy of my specifications, in which I distinctly state that, "as an original and important improvement, the horizontally straight perpendicular inner side of each twin can be inclined at any desired angle;" and then proceed to lay down the various advantages obtained by this inclination, from which he can perceive that I do not consider the straight perpendicular sides as any thing very superior, though he can perceive from my published letter, and I now repeat, that I think them far superior to Mr. Burden's curved inner sides. Did I suppose you would allow room enough in this number of your journal for the subse-quent matter of this communication and for the advantages, and their reasons, resulting from the inclined under sides, I would give them now. However, if A. desires it, he shall have them in a future number.

I would inform Archimedes, as a further distinguishing mark of originality, that in proportion as my crescent-shaped keels rise from a horizontal line they have a certain lateral inclination, such inclination being proportioned to the inclination of the inner sides; by which contrivance no curve is created on, but perfect parallelism of the inner sides is preserved. This lateral inclination of the keels, as they rise fore and aft towards each extremity, would cause a person, not critically viewing the matter, to suppose that the space between the twins at the centre would be greater, or wider, than that at either extremity; but an ocular examination of a model, (which my agent will with pleasure exhibit,) need only be made to that the parallelism of the inner sides could not otherwise be preserved, and that the space referred to is not wider than that at either extremity. Were the keels horizontal, or level, then not they, but the stem and stern posts only should be laterally inclined. Properly speaking, my boat has no stem and stern posts, for the pieces of timber which in common vessels would form those parts, are in my mon vessels would form those parts, are in my invention nothing more than a continuation and portions of my curved and laterally inclined keels. I have now, Mr. Editor, I think, fairly and clearly proved that my invention is a different thing altogether from Mr. Fairman's; and any man who, after reading the foregoing matter, would say that it is not different, and at the same time assert that Mr. Burden's invention is different from Mr. F.'s "swell" boat, would not excite the least surprise in my mind. would not excite the least surprise in my mind, if he should forthwith seriously set about prov ing that the moon is made of green cheese. But I have not done with Mr. Fairman's boat:

* The very words of my specification

ly test her qualities.

I must sail a few miles further in her, and ful-

been some radical malconformation in Mr. F.'s boat not made public, perhaps unknown, by A.; for were it otherwise, Mr. F. never would have applied an obstruction to speed, and a cause of dead or back water, for the purpose of diminishing back-water. J say obstruction, for no man will have the hardihood to assert, that two boards set on edge, perpendicularly, in the water, whose ends at each extremity are at equal distances apart, but whose centres are sprung or bent in towards each other, can be sprung or hent in towards each other, can be moved in the direction of their length with a facility equal to that of the same boards when perfectly parallel from end to end. Yet a man who asserts that the "swell" increased the speed of Mr. F.'s boat, makes a much more unreasonable assertion.

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Archimedes must not misunderstand me. de not mean that he asserts what he does not believe, but I mean to say that the increase of speed could not have been the result of this swell, but of some other cause not observed, or not now recollected by Mr. F. Another glaring absurdity is involved in the assertion that Mr. F.'s swell increased the speed of his boat. Any person in the least acquainted with the subject must be aware that, of two boats having equal draft of water, the one which is wider will not under the same power move so fast as the other and narrower boat. Now, sir, Mr. F., besides partially choking up the straight passage be-tween his twins, adds to their width by applying his swell, and yet, through his friend A., tells us that in consequence thereof his boat moved faster!! I do not call in question Mr. Fair-man's veracity, or impute to him a designed omission of any particular necessary to be known in arriving at a correct understanding of his invention; but I must be allowed to sug-gest, whether he has, after the lapse of seventeen years, called to mind all the particulars of an experiment, which, it appears, after all, resulted in proving his invention to be useless. His friend A. evidently believes, and endeavors to prove, that it was a failure, for he says it was "previously like" mine, (but "I wish to inform him that he is completely mistaken, and he could not be more so;") and the whole drift and scope of his argument goes to prove (in his estimation) that my invention will not succeed.

If he thinks it is so manifest a failure, I think he pays, by arguing on it, no great com-pliment to the northern capitalists, a body of men of whose intelligence and general infor-mation I have always entertained so high an es-timate as to suppose that no addition could be made to their ideas by the slight amount of argument which A. has deemed sufficient to ex-

pose the futility of my plans.

Some of the facts stated (no doubt sincerely) by Archimedes, are in direct opposition to previous and subsequent experience: the cause of back-water, the result of the "swell," and the comparative resistance experienced by the the comparative resistance experienced by the inner and exterior curves, being instances. If all the particulars of Mr. Fairman's expe-

riment have been recollected and told us, and if there has been no mistake, then, sir, I stand prepared to prove, that a hollow tin cylinder, perfectly open at both ends, will move on end horizontally through the water with more difficulty than a common tin tunnel in the same position, whose mouth or larger orifice shall be the forward end, and in diameter equal to that

of the cylinder.

The fact is, that enough, fully enough, has been stated by Archimedes, to prove that Mr. Fairman's useless invention was nothing more than a division into two parts of a single boat of the usual model and proportions. Archimedes does not tell us how fast Mr. F.'s boat moved, before the application of the wooder. moved before the application of the wonder-ful swell, although he says the average gain resulting from the swell was five miles per hour; but, allowing, for arguments sake, that this swell was no obstruction, still no man in his sanger can believe that the gain was ton

It plainly appears, from the astounding per cent. on the original speed. Allow this "swell" mentioned by A., that there must have gain, however, and by calculation we find her been some radical malconformation in Mr. F.'s improved speed was just 55 miles per hour!! As a low rate of increase produces such as-tounding results, we will endeavor to get this famous boat out of difficulty by supposing the gain to have been equal to the incredible quantity of 50 per cent. and we then find that her ulti-

mate speed must have been 15 miles per hour!

This will never do: we will therefore make one more effort to bring her within reasonable bounds as to actual speed, by going out of all reasonable bounds in assigning her increase of speed, from the application of this unmanageable swell, to have been 100! per cent.; yet, allowing the increase to have been this, I may safely say physically impossible quantity and safely say, physically impossible quantity, and we then find that Mr. F.'s boat moved at the rate of 10 miles per hour, a velocity equal, if not superior, to the rates of any steamboat of that day, and which should therefore have been immediately instrumental in covering our waters with Fairman's swell boats, worked by men or horses. What the Connecticut people could have been about, when they permitted such an invention to slip through their fingers and be carried to Demerara, I cannot conceive, for it certainly must have been amongst Connecticut vessels a swell dandy of the first order. At all events, Archimedes, who alludes to my prudence respecting my heirs, must allow that Mr. F. did not manifest the usual prudence of the sharp-witted New-Englanders, when he sold so valuable a boat for the pittance \$300, and took no further steps for the benefit there-from of himself and heirs. Archimedes has put his friend between the horns of a most provoking dilemma. Should he state the gain resulting from the "swell" to have been within any reasonable bounds, say 5 to 10 per cent. he virtually asserts that the improved speed of the boat was 55 to 105 miles per hour!! If, while advancing through the air at such a rate, he should be able to catch his breath and tell us that this astonishing speed is imaginary, and the result only of stubborn, unbending arith-metic, and that the actual velocity of the boat was only 8 or 10 miles per hour, he thereby makes the incredible statement, that this ma-gic swell conferred a gain of 100 to 166 per cent.!! Why, sir, had I been the proprietor of that "wonderful" boat, I should have gone on swelling her at so swelling a rate, that in my exultation, not recollecting the well known catastrophe of the frog aping the ox, I should have probably paid so little attention to her powers of endurance as to have absolutely caused her explosion into thin air. With respect to the back-water mentioned by A., I will inform him that it could not by any means have been created by the straight unobstructing sides. Does not A. know that back-water is caused by obstructions? If he needs explana-tion, I beg to refer him to "Observations on THE PREVAILING CURRENTS OF THE OCEAN, published in your last number, and he will there find the subject handled in a masterly manner, and I trust to his satisfaction. The hollow in the water which he alludes to, with the evident intent that the reader should consider it as a result of the straight sides, was caused by the action of the wheel, and was by no means an evidence of back-water. He ought to know that all paddle wheels, revolving in the water, create waves, and of necessity hollows, and that hollows resulting from such a cause are no evidence of back-water. He, or rather Mr. F., saw the hollow; and A., without further ceremony, assumes it to have been back-water.

I have now done, Mr. Editor, with Fairman' famous swell boat, unless, indeed, some one of the water gods should buoy her up to the sur-face, and by putting her in my way render it necessary for me to run her down again.

I have, sir, more than once in my life, had occasion to observe how very easily a false ishour; but, allowing, for arguments sake, that sue can be made up on any subject, and the power to disturb my confidence on that point weaker side of an argument be thereby made in the least.

This senses can believe that the gain was ten to appear the strongest. This remark is called Before I let the barrel of Archimedes off, I

Allow this we find her strength between Mr. B.'s and my inventions, as suggested by Archimedes. I will grant, to his utmost desire, that arches are stronger than angles, and that a barrel will resist exthan angles, and that a barrel will resist ex-ternal pressure longer, and of a greater amount, than a box would, made of the same kind and quantity of materials. Granting all this, I still assert, with perfect confidence of its truth, that my twin boat, (that is, the whole fabric,) can be constructed vastly stronger than Mr. Burden's, and would in consequence be enabled to endure and would in consequence be enabled to endure firmly and uninjured the severity of a gale at sea, which would be sufficient to rend Mr. B.'s twins asunder, and scatter them and their su-perincumbent cabins and fixtures on the sur-face of the waters. I said a false issue can be easily made up, not meaning that Archimedes would designedly do so. He, I have no doubt, is fully persuaded in his own mind, that the barrel and box test decides the question, and is not aware that when he proposed that test he was making up a false issue. The ques-tion is not whether one barrel thrown into the water is enabled by its circular or arch-like form to endure greater pressure therefrom than one box, but whether two barrels can by any possibility be connected externally in a manner better to resist the violent tendency of the waves to separate them than two boxes: said boxes, please to observe, having the advantage of stout internal frames, upon which the exterior planks are secured, and the connecting pieces or timbers of which boxes are not secured upon those planks, but inserted through them into the boxes, and forming part and parcel of those frames. Were my twins formed merely of the exterior planking, having no keels and timbers, or internal frames, I would by no means assert that one of them would be in itself stronger than one of Mr. Burden's, and better able to resist the compressive power of water. But whoever heard of any the least detriment happening to vessels as now usually constructed with keels, and timbers, from compression of the water. Why, sir, this unalterable property of water is a source of safety to vessels properly put together, for were it suddenly to be annihilated, and its other properties still exist, every freighted ship on the ocean would be so much ruptured by the expansive weight of her cargo as to soon go to the bottom. Whether one of Mr. Burden's twins is or is not able to resist the compressive power of water better than one of mine is a question in which no one can take any interest and the best force insurants blazar interest, until the heretofore immutable laws of nature become so altered that the power in question shall be able to crush together the two sides of vessels as now usually built. When that period arrives I think it will be time to discuss the question, and I am strongly of opinion, that I should find ample ground upon which to uphold the keel and timbers, (that is, the back-bone and ribs,) the knees, braces, and planks, against mere planks alone, whether those solitary planks are put together arch-like or otherwise

If Mr. Burden pierces his twins, (thereby, observe, injuring the arch principle of his invention,) and introduces therein frames similar in any respect to keels and timbers, or to any thing else, into which he would secure his connecting timbers, he does just what I do, and therefore cannot connect his twins by that means stronger together than I do mine. But, as I am informed and agreeable to the publication. as I am informed, and agreeable to the pub-lished description of his boat, he does not in-troduce frame work within his twins for the troduce frame work within his twins for the purpose of securing them together, and therefore must connect them by external fastenings, that is, fastenings secured to the exterior of the twins. When practical, scientific shipbuilders pronounce such a mode of fastening twins together to be superior to mine, I shall then begin to think I am in error, but the opinion of Archimedes is not a lever of sufficient power to disturb my confidence on that point

feel bound to give it a few more buffets, which langles, and placing them wholly on the outside, ventor, appeared in the Quebec Gazette of its arch-like structure may perhaps enable it to with stand.

| Ventor, appeared in the Quebec Gazette of should have to work against the original amount of resistance 2000 lbs. only.

Arches, we all know, when sustaining a very severe pressure, especially if it comes against them with a sudden and forcible momentum, are intended to receive that pressure spread equally over all parts, or else it might, by being concentrated at one or two points, be sufficient to break an arch which it could not even shake were it to bear equally on all points. Recollecting this, we will take Mr. Burden's and my inventions to sea, in a heavy gale, and in endeavoring to escape its fury we both uncon-sciously steer towards a hard sand bank, upon the ridge of which our boats strike for some time before we can force them over. The sides of this ridge being known to be quite shelving and steep, we thereby ascertain that at every blow or descent in the trough of the sea, a surface of twelve square feet only of the bottoms of our boats is brought in contact with it. Now, sir, here is violent and sudden pressure concentrated to a point with a vengeance, and I think, if you were on board my boat, that you would congratulate yourself that you had gotten a firm stout frame and planking outside of that between yourself and the ridge, instead of the bare staves of Mr. Burden's boat. I doubt not that you could tell without hesitation which boat would be soonest broken through. "So much" for the com-parative strength of the two inventions. Archimedes asserts, that by making the inner sides straight I only remove the angle of re-sistance to the exterior side. I beg you to ob-serve, that he here calls the curve of the inner sides, that is, the "swell," an angle of resistauce, and yet, by applying this resistance, Mr. F. increased the speed of his boat!
I agree with A. that I remove an angle of re-

sistance; but is he not aware that I diminish the degree of resistance by that removal? The last paragraph but one before the postscript of my published letter I should think ought to have suggested to him the reason why I diminish the resistance. His not perceiving it satisfies me, that, like his great namesake, he knows better how to set about destroying vessels than how they act upon, or are effected by,

the water.

But to the point: we will suppose that the water impinges upon the two bows of a vessel sailing at a certain known rate, with a constant force of 1000 lbs., which force, setting aside the inertia resulting from the gravity of the vessel, is the only opposition to her keeping

pace with the wind.

Of course, two such vessels, not at all connected, would be impinged upon, sailing at the same rate, with a total force of 2000 lbs. Connect those vessels, so as with them to form a common twin boat, and then, sir, although the two exterior bows would be resisted only by the original force of 1000 lbs. the two inner ones would immediately experience a greater opposition, which would be in proportion to the proximity of those inner bows to each other, as well as proportionate to other particulars, such as moving power, angle of the bows, &c. Why? Because the exterior bows could, as when the boats were unconnected, easily dissipate and disperse the impinging wa ter in the shape of a swell, or wave, that would be left behind rolling along on either side; but the two inner bows would, as to this disper-sion, act in opposition, and would thereby immediately accumulate a head of water, which they would have to force along before them constantly, and make it keep pace with them at any rate of speed, because more water would make its entrance in any one moment of time between those inner bows than could in the same space of time pass out from between them at the point where they converge towards each other. It must be admitted, of course, that, as connected twins, these two vessels would experience more opposition to their mo-tion than 2000 lbs., the amount experienced

Mr. Burden's inner as well as exterior bows, or angles of resistance, are so very acute, as to the careless spectator thereof might appear too trifling to create much opposition; but, let that spectator reflect on the degree of opposition which must inevitably result from the mowith a velocity of 12 or 15 miles per hour, through a passage not over 150 feet long, and whose width decreases gradually to its outlet, until it is there only 16 feet.

If dead water, as sailors term it, or backwater, according to Archimedes, would not be created thereby, both at the head and stern, I must confess that I am at sea on this matter without rudder or compass. That a twin boat built on my plan would be superior to one on Mr. Burden's, in point of draft, was, I think, clearly proved in my first letter, and therefore needs no further argument. Archimedes does needs no further argument. Archimedes does not deny it. After having read the foregoing matter, Archimedes must in candor allow— 1st, That I am the inventor of the boat de-

scribed as mine

2d, That it is different from Mr. Frirman's; 3d, That it is superior to Mr. Burden's, in the matter of its parts being strongly connected together:

4th, That it has less draft than his; and 5th, That the straight passage in the centre of Mr. Fairman's boat, as originally planned, or of mine according to its unchanged plan, is an advantage over Mr. Burden's boat.

That this communication will operate "for A.'s future benefit, and the benefit of others,"

my sincere wish and its object.

Before concluding, I deem it necessary to state, that my letter, as published in the Eve-ning Star, from which I suppose you copied it, was printed very imperfectly; several omisof single words, and, in one instance, a whole line, having been made, by which the true meaning in some parts is almost wholly obscured. When I learned that it was to be republished by you, I forthwith sent on direc-tions for it to be corrected, but they arrived too late. I am, sir, very respectfully, your obedient servant,

CHARLES HARRIS.

Harris' Steamboat. By A KNICKERBOCKER. To the Editor of the Mechanics' Magazine, and Register of Inventions and Improvements.

Sir,-In your last number I saw a descripion of a twin-boat patented by Mr. Charles Harris, which he appears to value very highly, and thinks that his boat will supersede that of Mr. Burden.

There were also some remarks from "Archimedes," respecting the above invention, and stating that a Mr. Fairman, of Middletown, Ct.,

had constructed a similar boat in 1817. I wish to inform Mr. Harris, (as it may probably save him or his friends considerable ex-pense,)—also Archimedes,—that during the late var, Robert Fulton built for the United States Government the steam-frigate "Fulton the First," and that she was "split into equal parts longitudinally, from stem to stern, down through the keel, and the two halves placed a distance from each other in parallel lines, and joined above water by timbers and decks in the most substantial manner." Previous to or about the same time, I saw a boat built on a si-milar plan, called the "Happy Couple." Not answering the expectations of the projector, the Couple were cut asunder, the beams shortened, and the two halves fastened together by the keels, stems, &c., and thus made a single boat. She was then used as a sail-boat. I have sailed in her often. Her projector, Mr. I. J., now resides in this city. A KNICKERBOCKER. New-York, April 7, 1824.

tion than 2000 lbs., the amount experienced when single. By removing the inner bows, or claim of Mr. Burden to be considered as an in-tured might also be conveyed in the same

To the Editer: Sir,—It is generally the case that those who bring into practical operation any invention in the arts,—if that operation be attended with great public advantages,—the enterprising individual who has been the means of securing them receives the merit of means of securing them receives the merit of the invention.

The steamboat first practically introduced on the Hudson, by Fulton, had many years before been put in operation near Glasgow, and then Fulton, a native mechanic, assisted the real inventor, and brought with him to America the labor, genius, and experience of his master.

What is now called Burden's boat is not new. A boat exactly of a similar construction as form, and differing in no wise except in the hull, which in the latter is on the principle of a com-mon barrel, has been publicly moving across the Frith of Tay, at Dundee, in Scotland. A simple description given in the London Penny Magazine, for July last, will convince every one that Mr. Burden's invention is, so far as we know, limited to a mere barrel build, (and even this may not be his own, as Annesley's ships, built in Quebec, were at least nearly similar,) which affords lightness and buoyancy, but which is attended with great danger on the boat's striking.

"The common road from Edinburgh to Dundee runs in nearly a straight line from Pettycur through the county of Fife, and across the Frith of Tay, which at Dundee is about two miles in breadth. There is, on this passage, an excellent steamboat of a peculiar construction, the paddles being placed in the middle, as if there were two boats joined, and the form being such that it moves equally well with either end fore-most."—[From the Penny Magazine, Month-ly Supplement for July, 1833, page 293.]

AGRICULTURE, &c.

Planting Embankments of Railroads with Mulberry for Silk Establishments. By E. SAYRES. [For the New-York Farmer.]

Mr. Fleet,—I have at different times noticed railroads, especially the Schenectady railroad, much injured where the embank. ments have been made, by frost and rain, by the earth slipping in large bodies after the winter season. This I think might be greatly obviated by planting the embankments with some hardy plant, that would root into and connect the soil together on the outer surface, so far as the frost generally enters. The white mulberry, or the Chinese Morus multicaulis, is perhaps deserving a trial for this purpose. The plant is hardy, and grows on a sandy soil, which is generally to be found on railroads. It roots deep, and is very fibrous, which would net the soil toge-ther, as it were. There is also another consideration which might be taken into the account, viz., the formation of a silk establishment, which under such auspices might be carried on advantageously and extensively. I hope this will bear the consideration of some abler pen. Many hundred thousand trees may be planted in this way on an extensive railroad. The trees might be planted a yard apart each way, and headed down every spring to 18 inches, by which young wood would be obtained, and the plants would be very convenient to pick the leaves. This method would give almost any required quantity of leaves to carry on an extensive establishment. The leaves could easily be conveyed to some central place by the cars ance thither.

In conclusion, I have some reason to be lieve, were this method to be adopted, that the appearance of the embankments would present a very interesting scene to the traveller, and the surrounding country. Com-fort would also be something in favor, as the dust that often annoys the traveller would be allayed by this planting, and, I trust, were it once adopted, it would become general in most parts where railroads are formed.

Much more might be said on the subject With respect, &c.

EDWARD SAYRES. which I leave for a more able pen-

Hyde Park.

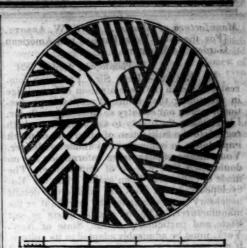
Laying out and Management of Gardens. By WM. Scott. [For the New-York Farmer and American Gardener's Magazine.]

Mr. EDITOR,—This being the season o the year when almost every one is in some way delighted and interested in gardening, I take the liberty to submit a few hints, which I hope may not be unacceptable to your readers. The importance and utility of gardening require no advocacy; all being agreed that its departments are fraught with lessons of interest to every man. The floral department in particular yields the most economical, healthful, and delightful pleasures that can be procured. The culinary department cannot, it is well known, be dispensed with by those who have regard to the delights on a wholesome table. By an outlay, not to be mentioned with hundreds of other daily and yearly expenses of every man, who has any property, a table may be supplied the whole year round with the choicest kinds of vegeta-The fruit garden is not to be overlooked, although this is a land where it grows by the highways and byways. No fruit is so grateful as that plucked by one's own hand and produced by one's own culture. There is nothing more enchanting than the boughs of faithful trees bending with the weight of their luscious load.

I shall point out a few rules by which the most useful productions of the garden may be more easily obtained than is generally imagined. As the season is too far advanced for either pruning or planting fruit trees to any extent, I will merely observe that they should never be planted too deep nor too close. New planted trees should be kept from drought by laying some litter or inverted turf over their roots. Almost all vegetables intended for a full crop should be put in the ground in this month or early in May. It is, however, never too late in the season to lay out flower or fancy gardens, with the exception of transplanting shrubbery, which indeed, can be done if in pots or boxes, or if they can be raised without disturbing the roots or the soil about them. A garden may be laid out and furnished in the heat of summer, so as to look as well as if it had been done earlier in the spring. The first season it seldom meets the proprietor's wishes, let it be done at what time it may; therefore, he has through the course of the summer the advantage of getting his work done at a time when other gardening operations are not crowding on the gardener's time. He will also have an opportunity by the succeeding fall or spring to make his selection of plants. All things considered, I prefer summer for laying out new pleasure grounds, or making improvements on old ones. When commencing, the put up in small packages.

manner to a market, or to places of convey. || first thing to be done is to fix on the levels or the ground. Having accomplished this, and regard having been had to the appearance of the figures from the most prominent station, drawings of the whole plan should be taken, and an accurate measurement of each figure Accuracy made on geometrical principles. in this part of the business is of first importance, because a small mistake at one place from which measurements are frequently taken, great blunders may occur. Having ascertained how the ground holds out, you must next proceed to make up the edge with boxwood, &c. This is done by making them very firm by trampling, beating, and smooth ing them off to the proper levels, and cutting it cleanly out for receiving the box. This should never be omitted to be done first, for otherwise it is impossible to be so neatly finished. The plantation of shrubs next follow, which should be done with the greatest care, making large pits, spreading the roots horizontally out at their own level, and watering immediately after. The whole arrangement would be too tedious to describe in this article. No person can arrange them properly unles he be fully acquainted with the habits of all of them. Generally, however, the free growers should be put in the most exposed situation on poorest soil, and the tender and more shy in the most sheltered places and best soil, keeping the largest always at the greatest distance, and filling up the spaces amongst them with herbaceous plants in the same manner. The laying down of grass plats is so simple that I would not mention it but for the great improvement that could be made on those or this city. The want of neatness and order greatly detract from the pleasure these portions of ornamental grounds should afford. Nothing looks better than a fine smooth lawn or grass plat. To obtain this, the place intended for it may be made up of any coarse stuff to within six inches of the top. Then lay on that thickness of good earth, but no ways enriched. Tread it and beat it as firm as possible when in a dry friable state, and when perfectly even either turf or sow it. Some people contend that it is owing to the climate that the grass cannot be made as fine here as in England; but the writer has only to refer to several places in this city under a proper management, to prove the contrary. difference is owing almost entirely to the Yours, respect-WM. Scott. laying down and keeping. fully.

REMARKS.—If florists and nurserymen were more in the habit of keeping perennial flowering plants, grape vines, and dwarf fruit trees in pots and boxes, it would be very convenient for those living in cities and towns to lay out and ornament their yards and lawns in the summer. Merchants and traders in cities have more leisure from the beginning of June to the end of August, than either in the spring or fall. From the fact that neither they nor their families find it convenient to have yards laid out in April and May, it is omitted altogether. We presume one reason why English grass plats and lawns retain a more fresh and lively green than they do in this country, is that they have a greater variety of natural grasses. At the seed store in Barelay street may be obtained upwards of twenty kinds of English grasses, in small or large quantities. Also, mixture of the kinds suitable for grass plats,



GREAT IMPROVEMENT IN MILL STONES. The accompanying drawing represents an improvement in mill stones, which, from the following certificates, would seem to be of very great importance. It consists principally in letting in the air, as is denoted in the drawing, on the flour while grinding, and in expediting the operation. The patentee, James Prealow, and the original purchaser, George B. Jeffery, reside at Auburn.

Auburn, March 18, 1833.

We, the subscribers, having examined the plan for which James Preslow has obtained a patent for the discovery of an improvement of preparing mill stones to expedite the grinding of grain, and also seen an experiment of the of grain, and also seen an experiment of the grinding of grain at the mills of Carhart and Polhemus, in the village of Auburn, with mill stones prepared and dressed according to the improvement for which said patent is obtained, do hereby certify that we were present at said mills, and saw fifteen and a half bushels of wheat ground with one run of stones in a superior segment for flour within the space of one perior manner, for flour, within the space of one hour.

Ambrose Cour,

I. S. MILLER, E. MILLER.

Manlies, May 18, 1833

We, the subscribers, having had our plaster mill stones dressed by Mr. James Preslow, according to his method of dressing, and from the experiment do believe it to be the greatest improvement that has ever been offered to the public, feel bound to say in this certificate, that by the experiment tried, our mill ground twice the quantity in the same given time, and equally fine. And we believe that in dressing plaster mill stones according to said Preslow's method, that the quantity can be quite or nearly doubled, we therefore cordially recommend it to the patronage of the public.

JACOB R. DE PREY,

JAMES I. D'ELERY.

Milford, June 4,11833.

Fifty-two bushels and a half in four hours and forty-nine minutes, the flour very good. We have no hesitation in recommending the improvement, from our own experiment as well as from the science and respectability of the gentlemen engaged in the improvement

DISBOROUGH & LUDLOW

Auburn, April 1, 1833.

We certify that the patent of James Preslow, for an improvement on mill stones, for facilitating the grinding of grain, &c., has been in operation in our mill at Auburn for several months. which we consider a valuable improvement; it more than doubles the grinding, grinds much cooler, and separates the flour altogether better in the bolts, and greatly improves the quality. CARHART & POLHEMUS

Application may be made to Mrs. White, corner of Beekman and Pearl streets, New-York.

Manufacture of Madder. By S. W. Abbott. [For the New-York Farmer and American Gardener's Magazine.]

Philadelphia, April 19, 1834.

Mr. Editor,—Dear Sir: From the interest you feel in the dissemination of knowledge in promoting the culture of profitable productions, which our country so eminently calls for, I have taken the liberty to ask your advice with regard to the cultivation of an article of much importance in commerce. I allude to Madder. Your means of possessing information are no doubt such that will be of importance. The mode of cultivation I can gather from the Encyclopedia, but it does not go into the details necessary in preparing for the merchant or the manufacturer. The soil of most parts of our State, and particularly of the State of New-York, must be admirably adapted to its culture. If you can give me any light on the subject, it will afford me pleasure to reciprocate the kindness. Yours, very respectfully,

S. W. Abbott, 127 Market street.

REMARKS.—In the Encyclopedia of Agriculture, we find the following paragraph:

"Madder is sometimes cultivated, but only on land of the best quality, and with plenty of manure. At the end of April or May, according as the young plants are large enough to be transplanted, the land must be ploughed in beds of two feet and two feet and a half wide; the beds are then to be harrowed and raked, and the young suckers of the roots or plants are to be put down in rows, at intervals of a foot or a foot and a half, and at six or eight inches distance in the row.

"During the entire summer the land should be frequently stirred, and kept free from weeds In the month of November, when the leaves are faded, the plants are covered with two inches of earth by a plough, having the point of the coulter a little raised or rounded, so as not to

injure the young plants.

"In the following spring, when the young shoots are four or five inches long, they are gathered or torn off, and planted in new beds, in the same manner as has been pointed out above; and then in the month of September or October, after the faded leaves have been re-

moved, the old roots are taken up.

"The madder thus taken up should be deposited under cover, to protect it from the rain; and after ten or twelve days, placed in an oven moderately heated. When dried sufficiently, it is gently beaten with a flail, to get rid of any clay that may adhere to the plants; and by means of a small windmill, is ground and sifted, to separate it from any remaining earth or dirt. It is then replaced in the oven for a short time, and when taken out is spread upon a hair-cloth to cool; after which it is ground and cleaned once more. It is then carried to a bruisingmill, and reduced to a fine powder, and is packed in casks or barrels for market."

Madder commands in the New-York market from 10 to 16 cents per pound, in its dried and sifted state. It is almost entirely imported from Holland. It is raised in some parts of Connecticut, but in quantities so small, that the dealers in the article, in this city, are searcely aware of the fact. We shall endeavor to obtain particulars from the growers in that section. We would thank any of our readers to furnish us with further information.

Wonders in Natural History.—They last week, as the newspapers record, murdered a venerable ram at Eaton Hall (well may it be called, who, if he had been suffered to live to his birth-day, which he was preparing to keep next month, would have been twenty-three years old. He was born without ears, though he lived so many. The inhabitants of Derby are said to be in great distress at having their ram beat by a Chester 23 yearling.

NEW-YORK AMERICAN.

MAY 10-16, 1834.

No. XXIII.

Prairie du Chien, Upper Miss. Feb. 1834.

The shadows of its western bluffs had deepened far over the broad surface of the ice-bound Mississippi, though a flood of yellow light still bathed the gray walls of Fort Crawford, as its long low barbracks lay in the form of an isolated square on the level meadow beneath us; while further to the north, a number of dingy wooden buildings, which showed like a fishing-hamlet on the immediate bank of the river, were momentarily growing more indistinct in the advancing twilight as we approached their purlieus, and drove up to a tavern about half a mile from the garrison.

It was within pirtol-shot of the river, a comfortable looking frame building with a stockade fence around it, made with picket some ten or fifteen feet high; a voyageur or two, with a few half breed looking "gumbo" French loitering about the door, and a tall Menominie Indian, with a tust of drooping feathers on his crown, standing with folded arms apart from the rest.

A portly good-looking German, who had formerly been a non-commissioned officer in the Infantry, proved to be the landlord, and bowed me, like a master of his business, into a room heated to suffocation by a large Canadian stove, placing at the same time a strip of neatly written paper in my hands. Imagine my surprize when I discovered it to be a playbill! 'The public' were respectfully informed, that the sterling English comedy of 'Who wants a Guitea,' with Fielding's after-piece of 'Don Quixotte in England,' with songs, recitations, &c. would be presented that evening. by the soldiers of the First Regiment at Fort Armstrong. Nothing could be more spropos. I had just ascertained that on account of the present deep snows, with the prospect of an early thaw, it would be almost impossible to get up to the Falls of St. Anthony, whither my ambition led me, at this season; and having now no further plans to arrange during the evening, and being wholly unprovided with letters to the officers of the garrison, I was really rejoiced at such an opportunity of entering its walls incognito.

nity of entering its walls incognito.

The sleigh in which I had come here carried me in a few minutes within the sallyport, and handing the ticket, with which my host had provided me, to a soldier who stood as door-keeper, I entered a large barrack room, fitted up very neatly as a theatre by the soldiers themselves; the scenery, quite cleverly done, being all painted by them, and the lights ingeniously placed in bayonets, prettily arranged, a contrivance suggested by their own taste. The eats, rising like the pit of a theatre, were so adjusted as to separate the audience into three divi-sions, the officers, with their families, furnished one, the soldiers another, and gumbos Indians, and a ne-gro servant or two making up the motley third. A su-perb-looking squaw of the Fox tribe attracted my attention as I entered the room, and prevented me from advancing beyond the worshipful part of the assemblage last mentioned, as she sat between two pretty but plainly dressed Menominie girls, in a more rich and beautiful costume than I ever saw at a fancy ball. The curtain rose while I was studying her noble features and tasteful finery, and conserved the statement of the sta trasting the striking and somewhat voluptuous character of both, with the simple attire and less ma-ture charms of the two nut-brown beauties beside her. Every eye was then directed to the stage, and I remained standing against the door-post till the act was concluded: and then, just as I was wishing for some one to whom to express my surprize at the degree of skill and judgment with which the soldegree of skill and judgment they were but amateurs, an officer made his way up to me, and very politely insisted upon my taking his seat in the more favored insisted upon my taking his seat in the more favored part of the house. The ordinary interchange of commonplaces between gentlemen who are strangers to each other ensued, and then, without his owing my name or the slightest circumstance in relation to me, an invitation to take up my quarters in the garrison followed. I declined the invitation, but we exchanged cards; and I had hardly got through breakfast in the morning, when my new and gentle-

manlike acquaintance, accompanied by Celonel T., commanding officer, and a young subaltern, called to repeat the invitation of the evening before, bringing a soldier, with a sled to transport my baggage, and a led horse to carry myself over to the garrison. It would have been absurd to meet such cordial and unfeigned profiers of hospitality with further ceremony; and an hour after found me with a handsomely furnished room of my own, a fine saddle horse placed at my disposal, and a servant atways in attendance, sitting down to the mess with as fine a set of young fellows as I ever met with. I have been particular in describing my initiation into this agreeable and accomplished circle, merely to give you some idea of the gentlemanlike courtesy and frank hospitality, which distinguish the officers of the army, whereever I have been fortunate enough to meet with them.

I have now been here nearly two weeks. weather has been mild and beautiful, and my time, m such congenial society, passes delightfully—so much so indeed, that when I wake each morn at reviellie, it is with a kind of sad feeling I remember that the twenty-four hours just past, brings me nearer to the time when I must start again on my solitary tour, through regions where fortune can hardly throw me a second time among such companions. The scenery around *Prairie du Chien* would please you much. The snow has now entirely left the bosom of much. The snow has now entirely left the bosom of the prairie, though it still hangs like flakes of morning mist around the rocky brows of the adjacent bluffs. The singular landscape created by these bold heights, has been called monotonous; but I do not find it so. Not a day, not an hour passes, but they present some new appearance. Each shifting cloud brings out some new angle of the gigantic blocks; and, whether the rosy tints of dawn warm their steep sullen brows, or the glare of noon settles on their round summits, and tries to pierce the deep on their round summits, and tries to pierce the deep ravines which block them out from each other, or sunset, with its mellow hues, lingers among the long grass which points their "umbered face," when they first swell from the plain, to me they are always love-ly, grand and peculiar. I ascended one of these, ac-companied by an officer on horseback the other day, by winding up a ravine in the rear, which brought us on a round, bold grassy height, about 400 feet above the prairie; to which the bluff descended by two sheer precipices of rock, of about a hundred feet seach, with alternate slopes of soil, covered with long yellow grass,—the whole having the appearance of some vast fortification—an enormous bastion thrown up in huge layers of earth and stone. On the very summit was one of those ancient fortifications, the mysterious mementos of an unknown race, whose gigantic and enduring works are scattered over thousands of leagues of this Continent, to puzzle the curious and set at nought the surmises of the anti-quarian. I trod each winding of the turf-covered rampart, and counted what appeared to be the embra-sures for artillery, as my military friend commented upon the position, and described a number of similar remains which he had examined in different parts of the Western country, while we laughed together over the self-satisfying explanations of those closet theorists, who would attribute the fortified appearances of this tall elevation, and the enormous mounds in the vicinity of St. Louis, with the sunken remains on the alluvial bottoms of Illinois, the perfect forms which give its name to Circleville in Ohio, and the deep entrenchments which channel the rocky hills of eastern Kentucky, alike to the action of water: suppositions upon a par for ingenuity with those which account for the existence of the prairies by the sudden withdrawal of the same element from what was formerly the beds of a chain of vast inland lakes; the same prairies, in every instance that I have yet seen, except the single or of Prairie du Chien, being high table land, some sixty or a hundred feet above the streams and groves which occasionally chequer them. I forget whather I have before mentioned that the Indian name for prairie (scutay) which means also fire, would explain their origin to any one whose own dullness prevent-ed him from observing how the action of that element extends these grassy domains every season in one direction, while it leaves them to shoot up into

one direction, while it leaves them to shoot up into a luxuriant growth of young forest in another.

But turn with me to yonder view of the Mississippi, where a hundred wooded islets of every possible form repose upon the glistening ice that silvers its broad bosom. How grandly does the bold promontory of 'Pike's Hill,' interlocked as it seems with the gray crags of the Ouisconsin, shut in the lordly stream on the south; and there, where the blue water has broken its white fetters, and those diminutive figures are leaping from one ice cake to another, as they sparkle in the sun along the smooth eastern

shore, how beautifully the tall brown grass bends over the pebbly margin! You may look now, though it is two miles off, into the very centre of Fort Armistrong, where the gleam of arms flashing over the sanded parade, tells of troops in motion, though the sound of their drums can hardly reach your ears. What a point would this be from which to view the meeting of hostile forces! The armies of Europe might manœuvre on the smooth prairie below, and not a guide could indicate a position without its benot a guide could indicate a position without its being manifest to your eye long before a battalion could

There are a great many high bred dogs kept at this place, and shooting and hunting of all kinds of course form one of the chief amusements of the offi-cers of the post. Indeed if an enumeration of the setters, greyhounds, and Newfoundlands, which are se verally kept for grouse, wolves and ducks were made without counting the curs and Indian dogs kept by the gumbos and Indians around, the place, as I have heard it observed, might rather be called prairie des chiens, than left as at present in the singular number. A very successful experiment has been made here in crossing the greyhound and Newfoundland, the off-spring, I am told, being highly sagacious, and a match for a full grown bear. If the race be continued, they ought to be dubbed Ekhounds, from their adaptations of the continued of the continued of the second se bility to the pursuit of that fine game, which abounds over the river. I was on a wolf-hunt by moonlight several hours before dawn a few mornings since; and though we were not fortunate enough to start any game, I for my own part had a very good chase .-Among the other dogs of the pack was a greyhound of the wolf species, a breed which Sir Walter Scott says is so rare in the British dominions that I had no idea that there was one of the blood on our continent This long haired rascal I mistook, by the doubtful light of the moon, for a real wolf; and my horse, the hero of a hundred wolf hunts, seemed to share the I came upon the dog suddenly in some long grass, and spurring my horse upon him, he made at once for the bluff on the further side of the plain thinking doubtless, from the eager bounds of my herse, that there was game in view. Convinced of my good fortune from the course he took, I shouted to my companions, while the rest of the pack broke out into full cry, and away we went together. We ran more than a mile before the sagacious brute I rode seemed to discover the blunder, and checked his gait. The officers, after enjoying a telerable laugh at my expense, relieved my chagrin by men-tioning that the same dog had repeatedly come nigh being shot by some of the oldest hunters of the country, who, in broad day, had, as they expressed " mistrusted him for some wild varmint."

I have amused myself somewhat here instudying the Indian languages, though I cannot say with much in amount of my exertions consisting in learning some eight or ten phrases in the morning, and then strolling off to repeat them in the afternoon at the straggling lodges which may be found within a mile of the garrison. To one of these, where an old Sauk squaw was making a pair of embroidered mochasons for me, I went last night several hours af-ter nightfall. The wigwam was formed of mats of woven rushes, subtended around a frame work of osiers in the form of a hemisphere, with an opening at the top to let out the smoke. Approaching this primitive abode, I heard the shrill voice of the hag within in what sounded like high altercation with some one who answered in a different language from herself; and, raising the dirty blankets which formed a door, while I crawled on all fours within the low threshold, I found that the lady of the castle was only gambling amicably with an old Menominie In only gamoling amicably with an old Menomine Indian, who sat cross-legged on a mat opposite to her. A finger ring belonging to the squaw lay upon the mat between them, and they were trying which of the two could throw the scalping knife of the Indian most often within the golden circle, a score being in the meantime kept by each on the edge of the mat, where sunder works made with a deep of the mat, where sundry marks, made with a dead coal, supplied the place of the ordinary pearl counters used by eard players. Having always despised gam-bling as one of the most effeminate and mean sources of excitement—the fitting employment of hands that were never made to handle arms or curb a charger— the refuge of those emaciated minds that smoulder over the kindling page of the poet and historian, or stagnate in listlessness amid the thousand spirit-stir. encounters of the breathing world around them had neither English nor Indian phraseology to childe Harolde, seemingly so profound, owes its proparticipate intheir comments upon the varying chances of the game. The squaw briefly answered my inquiries about the mechanism, while I raked the embers of her fire together and dried my boots by its cheerful blaze; and then, while she tossed the long elf locks from her high cheek bones and the upper

while bending low to view the mark of the knife which gleamed aloft in her shrivelled hand, I glanced from her weird features and squat form to the calm but piercing ken, and still erect figure, of her sav-age companion, and raising the blanket, left them

once more alone together.

Let me conclude this letter by furnishing you with an Indian serenade. It is written in a sort of Lingua Franca, or mongrel tongue, made up of words taken alike from the Menominie and Ojibeoay or Chippeway, and possibly other languages, much used on the frontier. From the manner in which it was taken down, I do not hold myself answerable for its correctness; but, uncouth and jaw-breaking as the words may look upon paper, they really sound musical from may look upon paper, they really sound musical from the silver tongue of an Indian girl.

Onalweh! Paikesal meteenuen annabe

Awake! flower of the forest; beautiful bird of the Prairie.
Awake! flower of the forest; beautiful bird of the Prairie.
Onaiweh! Onaiweh! kepahshoshe moscaishecon.
Awake! awake! thou with the eyes of the fawn.
Taupai kaisainopennyan, mannenatuk azhenah pahkesai
tew taupai cotainen aimos.

Taupai kaisainopemayan, mannenatuk azhenah pahkesni-kew taupai cotainen aiseen.
When you look at me I am happy, like the flowers when they feel the dew.
Nodin keokeneta waikon azhenah menoqut paike salwen os kenega kezhecut—waikon azhenah menoquten pahwepemuk kazho nahgoosing.
The breath of thy mouth is as sweet as the fragrance of flowers is the morning—sweet as their fragrance at evening in moon of the fiding leaf.
Nekaugewahnahtahsee neshainonen ahchewaukee, azhenah mokkeetchewun kezhis ahchew au wahseekozeekazho?
Does not the blood of my veins spring towards thee like the bubbling springs to the sun in the moon of the bright nights?—(April.)
Nemeeta's nuggahmo taupai keeshiah payshoo azhenah oske noga meteequen weneemenin nodis otaihaiminkazho.

April.)

Nemeeta's nuggahmo taupai keeshiah payahoo azhenah oske oga meteequen wencemenin nodin otallalminkazbo.

My heart sings to thee when thou art near tike the dancin ranches to the wind in the moon of strawberries. (June.)

Taupai niscaudizze saugittewun, nemeetah muccuddauwal zhenah wahbiskah sebewun taupai nahcut endosh wainjebenaing.

ishpeming.

When thou art not pleased, my beloved, my heart is darker
d like the shining river, when shadows fall from the cloud

above
Ketiyahnim geozhetone meneanedum, nemeetah sunnuggeze
win azhenah kezhis geozhetone azhenah azauwahshoneah te
gowugainse kissenah aodis wainjenetahhahwajink.
Thy smiles cause my troubled heart to be brightened as th
sun makes to look like gold the ripples, which the cold win

is created. Neahwena, wahbundummo, keshainon nemeetah pokk

Myself! behold me! blood of my beating heart. Ah ke tahyahnin, nepessh tahyahnim, ishperaing tahyah kooshah nenah—Nenah kaukekendun mekunuh tahyal okeahee taupai kaukeeshiah—Onaiweh! Onaiweh! ne

The earth suites—the waters smile—the beavers smile, b.—I lose the way of smiling when thou art not near—awake wake: my beloved.

Have you no poetical friend who will throw this de signedly literal but very bald English translation int a happier dress?—Adios. H.

THE PILGRIMS OF THE RHINE, by the author of Pelham. 1 vol. New York: HARPER & BROTH ERS .- Published originally in England, with all the splender of an annual-adorned with most exquisite engravings of the Rhine scenery-we can hardly con ceive of a book more calculated to win its way among the imaginative than this. Even in the ordinary and unadorned form in which it is presented to the Ame rican reader, there is that in its free and fervid fance and discursive topics, which imparts to it a wonderful charm. But we are talking, we dare say, about a book which already the greater portion of our readers have devoured, but which we have only just now found time to look into. We will therefore only add a few detached passages-meaning hereafter to present many more.

Behold, throughout the universe, all things at war with one another, the lion with the lamb, the serpent with the bird; and even the gentlest bird itself, with the moth of the air, or the worm of the humble earth. What then to men, and to the spirits transcending men, is so lovely and so sacred as a being that harmat so beautiful as Innocence? w so mournful as its timely tomb? and shall not that tomb be sacred? Shall it not be our peculiar care? May we not mourn over it as at the passing away of some fair miracle in nature; too tender to endure,

too rare to be forgotten?

The prose of the heart enlightens, touches, rou far more than poetry. Your most philosophical po-ets would be commonplace if turned into prose.— Childe Harolde, seemingly so profound, owes its pro-

lems of human nature which are now hackneyed, and not with the nice and philosophizing corollaries which may be drawn from them. Taus, though it would seem a paradox, commonplace is more the element of poetry than of prose. And sensible of this, even Schiller wrote the deepest of modern tragedies, his Fiesco, in prose.

It is perhaps for others, rather than ourselves, the fond heart requires an Hereafter. The tran rest, the shadow and the silence, the more paus the wheel of life, have no terror for the wise, know the due value of the world—

"After the billows of a stormy ses, Sweet is at last the haven of repose!" But not so when that stillness is to divide us eternally from others; when those who have loved with all the passion, the devotion, the watchful sanctity of when after long years of desertion and widowhood on earth, there is to be no hope of re-union in that Invisible beyond the stars; when the terch not of life only, but of love, is to be quenched in the Dark Foundation. tain; and the grave that we should fain hope, is the great restorer of broken ties, is but the dumb seal of hopeless—utter—inexorable separation! And it is this thought—this sentiment, which makes religion out of wo, and teacheth belief to the mourning heart, that in the gladness of united affections felt not the ssity of a heaven. To how many is the death of the beloved the parent of faith!

Life has always action; it is our own fault if it ever be dull; youth has its enterprize, manhood its schemes, and even if infirmity creeps upon age, the mind, the mind still triumphs over the mortal clay, and in the quiet hermitage, among books, and from thoughts, keeps the great wheel within everlastingly in motion. No, the better class of spirits have always an antidote to the insipidity of a common ca-

reer; they have ever energy at will.

For action is that Lethe in which we alone forget our former dreams; and the mind that, too stern wrestle with its emotions, seeks to conquer regret, must leave itself no leisure to look behind. Who knows what benefits to the world may have sprung from the sorrows of the benefactor? As the harves that gladdens mankind in suns of autumn, was called forth by the rains of spring, so the griefs of youth

may make the fame of maturity.

There was a certain vastness of mind, in the adoption of utter solitude in which the first enthusiants of our religion indulged. The remote desert, the solitary rock, the rude dwelling hollowed from the cave, the eternal commune with their own hearts, with na-ture, and their dreams of God, all made a picture of severe and preterhuman grandeur. Say what we will of the necessity and charm of social life, there is a greatness about man when he dispense mankind.

There is something in travel which constantly even There is semething in travel which constantly even smid the most retired spots, impresses us with the exuberance of life. We come to these quiet nocks, and find a race whose existence we never dreamed of. In their humble path they know the same passions and tread the same career as ourselves. The mountains shut them out from the great world, but there village is a world in itself. And they know and need no more of the turbulent scenes of remote cities, than our own planet recks of the inhabitants of the dis-

SUMMARY.

The following persons are elected Directors of the New York Athenaum for the ensuing year: James Kent, John McVickar, James Renwick, Isaac S. Hone, John A. Stevens, Samuel Ward, Ben-jamin W. Rogers, Francis Olmsted, James Heard, John Delafield, Stephen C. Williams, Gulian C. Verplanck, William Beach Lawrence, Peter Schermer, horn, J. Augustine Smith, Edward W. Laight, Jo. seph Kerne

[From the Tuscoloosa (Alab.) Intelligencer.] Chuncu and Table.—We cannot let a good de estic joke pass, even if it should be at the expense mestic joke pass, even if it should be at the expense of our own town. It is known to all who have visited Tuscaloosa that the place is famous for bells.—There are five taverns, each of which is supplied with a clamorous bell, to invite its guests at the proper time to the table. There are also three churches that have very large bells. A reverend divine, speaking of the taverns, observed on a late occasion, that there was a more fine ringing of bells, and less good eating, in this place, than in any place where he was acquainted. Yes, said a tavernkeeper, who stood by, and it is just so with the churches; there is more ring of bells for church, and less good preaching, than in any place I ever lived.

or remark; except as to the ringing of bells That we have rather an oversupply, especially on Sunday morning, cannot be denied.

THE BALMY MONTH OF MAY .- For the last weel the weather has been cold and gusty. On Tuesday night ice was formed in the vicinity of the city, and last night a violent and cold storm of rain, was succeeded by a slight fall of snow-and this morning at sunrise there was in the upper parts of the city ice of the thickness of a dellar.

The poets who have celebrated the charms of May lived in a different climate.

ONE DAY LATER intelligence from England ha reached us, by the ship Nimrod, from Liverpool, but nothing of interest is added to former accounts. Spain is said to have decided on an armed move ment in favor of Donna Maria, but nothing decisive is given. No change in markets.

Col. Tewson, whom to name is to praise, has been confirmed by the Senate as Paymaster General.

R. W. WIER, of this city, whose taste and skill as an artist are only surpassed by the excellence of his character, and his fine social qualities, has in like manner been confirmed by the Senate, as Professor of Drawing at Westpoint, in the place of C. R. Les lie, resigned.

THE NEW YORK INFANT SCHOOL SOCIETY .- Thi Society met in Chatham street Chapel, on Saturday at 11 o'clock, an immense multitude at. The scholars of three District Schools were present, averaging generally from four to se ven years of age, and some less than four. The meeting was opened by the singing of a hymn by the different scholars, which was followed by pray-er, when the Seventh Annual Report of the Society was read, which spoke of encouraging prospects, nd of considerable increase in numbers of the lars. From this it appeared that the number of scholars in the Infant Schools of this Society are 460 and in all other Societies in the city, including this 2,880, besides which there are 17 primary schools with 1700 children, and a number of private Infant Schools, not associated with this or any other Society. The examination of the pupils in spelling, reading, singing, and in catechism, or Scripture facts, then proceeded, and gave evidence of the astonishing amount of knowledge they had acquired, for Infants of their age. A few then registed and ed, for Infants of their age. A few then recited and went through a number of elliptical lessons on the oriental plan; then they sung several hymns, and afterwards followed the benediction.—[Daily Adv.]

[From the Jacksonville (Ill.) Patriot, April 26th.]
THE GALE.—On Monday night last, (21st.) at 12
o'clock, this town was visited by a violent tempest,
which for a few seconds seemed to threaten the demolition of every building within its range. ly, no personal injury was sustained, but the damage to individuals, in the destruction of property, was considerable.

The Market House, on the Public Square, entirely

The new Brick Jail, attie story, do. do.

A new two story frame, near the Tan Yard, do

A one story brick Blacksmith's shop, occupied by Mr. Philips, do. do.

A new two story frame building belonging to Wm. Hunter, opposite the jail, was moved between one and two feet from its foundation, with loss of chim-

The large stable, belonging to Col. Miller, un-roofed and otherwise injured.

The chimneys of Dr. Gillett's house blown down

together with the roof of his stable.
The roof of Widow Barton's Kitchen, blown off.

The workshop of Theodore Barton, demelished. The roof of Widow Johnson's house, injured, with

loss of chimney.

Chimneys attached to the houses of Messrs. Rockwell, Brockenbrough, Scruggs and a few others,

lown down.
The Tinner's Shop of Mr. Catlin, considerably in

jured.
The brick wall of a new house, belonging to Mr. Seymour, demolished.
The attic story of a new frame, belonging to Mr. Allen, together with the chimney, blown down.
In addition to the above, many stables were unroofed, and considerable damage was done to out-houses, window sashes, &c. &c.

The house of Mr. Coddington was struck with lightning, during the storm, but no material damage

We are happy to hear that but little injury we

istained in the country.

It appeared almost impossible to trace the court of the wind, the morning after the disaster, on ac-count of the opposite directions in which the frag-ments were deposited. For instance, one half the roof of a stable near the centre of the town was carried several feet in a northwest direction, while other half was carried in a northeast direction. We are inclined to think that in addition to the gale, there was a whirlwind, which, owing to the strong current of wind passing through so narrow a space was probably formed in the valley between the high land on College Hill and the Diamond Grove. Meeting with no great obstruction until it reached about the centre of the town, it apparently met the strong current of the gale, from the S. S. E. and there in the destruction of the Market House and other substantial buildings, may be seen the last struggles of this tremendous storm.

[From the New Bedford Mercury,]
The following extract from a table in Brown's Syl. va Americana, will be found valuable to housekeep. ers, in aiding them to form an estimate of the com-parative value of the different kinds of fire-wood.

The table at large shows the weight of a cord of different woods, seasoned; the quantity of charcoal each will make, and other valuable information, founded on experiments. It assumes as a standard the shell-bark hickory, of which none is offered in our market. The most valuable which is commor in this region is the White Oak, and assuming this to be worth six dollars per cord, we find the price affixed in the table to be the value of each.

Lbs. in a cord.		Com	o. value.
1 Shellbark Hickory,	4469	100	\$7 40
2 Pignut Hickory, jor common Walnut,	4241	95	7 63
3 White Oak,	3821	81	5 00
4 White Ash,	3450	77	5 70
5 SwampWhortleberr	ry,3361	73	5 40
6 Scrub Oak,	3339	73	5 40
7 Appletree,	3115	70	5 18
8 Red Oak,	3254	69	5 11
9 Black Oak.	3102	66	4 89
10 White Beech,	3236	65	4 81
11 Black Birch,	3115	63	4 67
12 Yellow Oak.	2919	60	4 44
13 White Elm.	2592	58	4 29
14 Maple,	2668	54	4 00
15 Buttonwood,	2391	52	3 85
16 Spanish Oak.	2449	42	3 85
17 White Birch.	2369	48	3 56
18 Pitch Pine,	1994	43	3 18
19 White Pine,	1868	42	3 11
20 Lombardy Poplar,	1774	40	2 96
So much for the purc	haser—and	d now	a word to

It is estimated that a cord of wood contains when green 1543 lbs. of water; so that a farmer who brings into market a cord of green wood, has no less load for his team, than another who should put on the top of his cord of dry White Oak, three quarters of a cord of seasoned pine, or one hogshead and two barrels of water; either of which would seem like overburdening his poor beasts.

[From Williams' New Register.]

AUCTION DUTIES.—The total amount of sales by auction, in this State, (nearly all in this city.) in the year ending Sept. 30, 1833, was \$34,392,320 35.—The auction duty paid to the State in the same year, was \$238,719 45, of which sum, \$236,924, was paid by surgingary of this city as follows. (omitting the by auctioneers of this city, as follows, (omitting the odd cents.) viz:

David Auston 950 00	4 John Penrson 80						
Lindley M. Hoffman. 34,18							
Henry L. Patterson. 22,58							
Thos. W. Pearsail 18,01							
Edwd. G. Thompson. 15,79	0 Jas. C. Smith 42						
Wm. Timpson 15,65	8 Wm. J. Brown 37						
R. R. Minturn 8,99	2 A. L. Fontaine 33						
Rich'd Lawrence 8,75	Wm. McLaughlin 27						
Jos. W. Corlies 8,04							
A. W. Bleecker 7.93							
Samuel Phillips 6,35							
	4 Thos. Bell 21						
	4 Thos Asten 19						
	9 Geo. S. Mann 18						
	4 J. P. Deiterich 16						
J. J. Bedient 1,13	17 S. M. Isaacs 15						
A. B. Nones 70	0 A. Sergeant 14						
Wm. McDonald 55	6 Jos. Damon						
A. Levy 40	33 J. Langdon 7						
Wm. D. McCarty 31	3 A. A. Waterhouse 3						
Wm. G. Bull 1:	5 Rich'd Crawford 2						
Jesse Cady 15	4 Gilbert Lewis 1						
	21 J. T. Doughty 1						
	91 Jas. Gourlay, 21 cents						
Total amount, 9936,994							

Captain Hodge, arrived at New Bedford, informa that there was an insurrection at Callao; and bombarding from Bonavisto, Callao, and Lima-caused, it was supposed, by the then President.

GREAT DIVIDEND .-- The American Insurance Company have this day declared a dividend of Twelve per cent. out of the profits of the last six months, payable on the 1st June.

[From the Mercantile Advertiser.]
SPONTANEOUS COMBUSTION.—It is not generally known that oil in cotton, wool, or linen, may produce spontaneous combustion, and that very destructive fires have had this origin. A number of such tive fires have had this origin. A number of such instances are well known to the Insurance Companies. It is important that the community should be better apprised of the danger, that they may guard against it. We are informed that an extensive importing house in this city recently had a quantity of sheet iron cleaned of rust by rubbing it with pieces of linen cloth dipped in oil. After the work was done the pieces were thrown together in a corner. The next day they were accidentally discovered to be on fire, and just in time to prevent the communication to articles near by. Had the combustion taken place at night, it is probable that the whole building, and a very valuable stock of merchandize, would have been inveloped in flames, and perhaps entirely destroved.

CONVENTION OF INDEMNITY WITH FRANCE .- We copy from the National Gazette, of yesterday, two interesting articles respecting this Convention, of which the effect has been-suspended only we hope-by the refusal of the Chamber of Deputies to vote the money for satisfying the American claims

[From the National Gazette.] Extract of a Letter from General Lafayette to his

correspondent in this city, dated April 2.

" It is with the deepest affliction and with the liveliest displeasure that I write to you, and to you alone, on the subject of what happened yesterday; the American treaty was rejected by a majority of a few votes. M. de Broglie very honorably sent in his resignation this morning; General Sebastiani, the author of the treaty, has done the same. You will be, as I have been, surprized to see that several members of the cote grache have sided against the treaty. I am still sick, but with a fair way of recovery, provided I do not commit any imprudence; that danger, however, would not have prevented me, as you may well suppose, from appearing in the House; but my friends used so much argument to dissuade me from going, that I, at last, was obliged to yield. It is best, perhaps, that I should the expression of my feelings upon this subject; I shall therefore speak of my sentiments for you, &c."

DEBATE ON THE AMERICAN TREATY. (Translated from a Paris newspaper.)

Mr. George Lafayette rose to speak on a persenal subject. (Attention.) I have been, said the honorable member, so clearly designated by the member who spoke last, that I think myself entitled to request of the Chamber a moment's attention. I do not rise to defend the Commission, of which I had the honor to be a member, from the charge of being under any influence whatever, while deliberating on the impor-tant subject committed to it; but I wish to state a matter of fact, on which I find there is some misap prehension. My father was not a member of that Commission; I, alone, was one of the Commission. ers. Surely, I did not pretend to exercise there any personal influence; but the strength of my conviction was not sufficient to induce the majority to agree in opinion with me, and I remained in the minority, though strongly convinced that there was more due to the United States, than the majority were willing

Mr. Jay, the reporter of the Committee, then rose, and in support of the Bill of Appropriation, he read a letter, addressed to him by General Lafayette, (detained at home by sickness.) in order to prove the good faith of the United States. The letter is in

these words:
"While I regret that I cannot take part in the dewhile I regret that I cannot take part in the de-bate respecting the American Treaty, the almost unanimous report of the Committee, and the more profound knowledge acquired during this year re-specting this great interest, in which justice, policy, commerce, and the freedom of the seas are involved. render it useless for me to repeat the observations, which I made at the last session, but there are facts, which I might have attested as a witness, and which

of the Committee.

"1. I know that the date of the repeal of the Berlin and Milan decrees, is anterior to the seizures and destructions for which an indemnity is claimed I was myself the bearer of a message on the sub-

"2. Although the United States are the only power that remained unconnected with the coali-tions against France, an offer was made to them by the allies, then all powerful, to join their claims to those which they preferred, and the payment of which they obtained. That offer was worthily de-clined by Mr. Crawford, the American Minister at Paris. He declared that the United States, far from making common cause with the enemies of France, would wast until their accounts could be settled as between friends.

"3. I saw Mr. Barlow set off for Wilna in the full conviction, from the correspondence of the Imperial Cabinet, that the American claims should obtain a favorable decision; and at the moment of our Revo-lution of July, Mr. Rives thought himself sure of terminating his negotiation, even with the Ministry of the Restoration; which, nevertheless, felt no obligaon to the United States, for having remained the friends of France, while France was in friendship

with her enemies.

"4. Among the classes of claims admitted in the Report, I do not perceive the Antwerp Scizures; al-though my memory was perfectly clear on the sub-ject, I had recourse to the recollections of the Duke of Bassano, whose contemporaneous authority, in his situation at that time, is superior to any distant and posthumous assertion. I am then able to say, that no confiscation was decreed, and that the sale of the property had no other object than to prevent its deterioration; that there was a disposition to admit the justice of a claim, supported by the act of the government itself, which, in short, considered the merchandize deposited in the caises d'amortisse, ment, as American property, which makes an addi-tional sum of more than two millions, without reck. oning the Maria and her cargo, involved in the same

"It is from these positive data, and others of the same kind, founded on the fact of monies, which, in my opinion, unjustly, but nevertheless, have entered into the public treasury, that even after allowing tor the French claims, I had in my conscience, as an ho-nest arbitrator, estimated the American claims at the sum of thirty millions, and this amount is not so un justifiable as some have thought proper to say, while yield all the honor due to the administration which has reduced the treaty to narrower limits."

[From the Quebec Mercury.]

THE BIRTH PLACE OF CHRISTOPHER COLUMBUS. Six :- To a native of this Continent, to which however, by a strange injustice, posterity has not given his name, the birth-place of Columbus must always be an object of interest. A house is still shown in the village of Cogoletto, near Genoa, as that in which he was born. At the door of the building is a stone, on which the following inscription in Italian has been inscribed since 1650. It bears the name of has been inscribed since 1650. It bears the name of a Priest of the same family. The two other inscriptions in Latin have been recently added. Like the birth place of our own Shakspeare, at Stratford.on.

Avon, that of Columbus is visited by all curious tra-Avon, that of Columbus is visited by wellers. Some time ago, a party made a pilgrimage to the spet, and entered the house in silence with their heads uncovered, regarding the birth-place of the great discoverer of the New World, as one or the most interesting sites of their route. I subjet the inscriptions, and have attempted an imitation. I subjoin It will be perceived that in the Italian, there is a play on the meaning of Colombo, which would be ineffective in the translation.

Di Cristoforo Colombo, scopritor dell' America l'anno 1492-acritti nella, casa di sua nascita, nel paese di Gogoletto, ontri da Giuggiolo:

I.
Con generoso ardir dall' arca all'onde
Ubbidiente il vol Colomba prende.
Corre, s'aggira, tennen' scopre, e fronde
D'olive, in segno, al gran Nido ur rende.
L'imita in cio Colombo, ne s'asconde,
E da sua patria il mar solcando fende;
Terrenno al fin scoprendo diede fundo,
Offrendo al'Ispaso un nuvo Monco.
Il 2 Decembre, 1650.
Parte Antonio Colombo.

II.

Hospes siste gradum; Fuit H I C lux prima Colombo,
Orbe viro majori, Hen! nimis arcta Dosnus;

Unus erat Mundus; Duo sunt, ait ISTE; fuerunt. 1826.

The above imitated:

IN PRAISE thus, discoverer of America in the y

I now submit to my honorable colleague, the reporter | 1492-written in the house of his birth, in the country of Cogo

Swift from the Ark, above the watery waste The Dove, obedient, flies with generous haste Still onward speeds, nor pauses in her flight Until the long sought land relieves her sight Thence as a token of the welcome strand, An olive branch she bears to Noah's hand! Like her Columbus scorns inglorious ease, Far from his country plough the maiden sea Nor cast he anchor, nor a sail was furl'd, Until to Spain he gave another world!

Stay, traveller, stay! before these narrow walls
Awhile thy weary pilgrimage restrain—
Here first Columbus breath'd the vital air:
This roof held one—the world could not contain

III.
The world was one—Columbes said, they're two
He found a world, and made the saying true! I am, Sir, &c., QUEBEC, APRIL 19, 1834.

"Gather them to their graves again, And solemnly and softly lay Beneath the verdure of the plain The warriors' scattered bones awa

Among the disclosures made the past week in ex cavating the vault for the new Presbyterian Church on the site of the ancient burial ground in this city, was a coffin supposed to contain the remains of the gallant Major Holmes. This brave officer, it will be recollected, was killed in the assault on Fort Mackinac in 1814, while forming his men for a charge under the very batteries which the British had erec-ted, and which, despite his fall, were csrried at the point of the bayonet. His body, together with that of Captain Van Hern, who was mortally wounded at the same time, was the next moreing obtained un-der a flag of truce, and despatched down the Lake for interment. Van Horn is said to have been buried at Fort Gratiot, while the body of Major Holmes in a ceffin heavily loaded with balls for the purpose of sinking it, should accident induce the necessity of its heing thrown overboard, was conveyed hith These facts were communicated by an old resident of the place, who imagined he identified the body from the circumstance that a quantity of cannon shot together with a military stock were found in the cof-

There were other evidences appealing loudly to the sympathies of both young and old, and which vividly recalled to the youthful bystanders the tales of bolder horrors and the perils of the frontier so often listened to with shuddering as they sat on the knees of their fathers. The chests containing the bones of a part of the chivalrous but unfortunate Kentucky come so barbarously butchered at the Riv. Kentucky corps so barbarously butchered at the Rivre Raisin, were likewise exposed. Many of these skulls exhibited appalling marks of the atrocities of savage warfare, being both perforated with bullets, th the broadsword, and hacked with the toma-The fate of this detachment which embodied with the broadsy hawk. The fate of this detachment which embodied within it the young volunteers from Lexington, composed of the flower of that city, under the command of Capt. Hart, created an excitement, which, rife as was that epoch with scenes of horror, has scarcely been equalled by any event in the bloody annals of the past. A few bodies only were rescued by friendly interposition from the mingled heaps of the wounded, the dying and the dead, which, notwithstanding the capitulation, were first wantonly riddled with balls and mangled by the knives of the Indians and afterwards burnt in heaps in their cantonments These few were sometime after raised from their secret graves, and brought to Detroit, where they were again interred with the respect due to the brave but ill-fated soldier; and an appropriate tribute to the honored dead was paid them in the eloquent and pathetic address pronounced on the occasion. remains have now been removed to the upper ceme tery of this city.—[Detroit Courier.]

Ination, to devote himself to the study of medicine

and surgery.

Having completed his studies, he commenced his extensive travels in Africa and Asia, especially through Egypt, Abyssinia, Syria, Arabia, Peraia, the ancient empire of the Great Mogul, Armenia, and by far the most remarkable portion in the vast and alfar the most remarkable portion in the vast and almost entirely unknown regions of Central Asia, as far as the wall of China. Thence he traversed Chinese Tartary to Kiachta, and at last returned, by way of the new Russian military road through Siberia, to Europe, where he had the misfortune to suffer shipwreck as it were in sight of port. On approaching the gate of Bucharest, where he at present resides, he was attacked by a band of robbers, who carried off the greater part of his effects, collections, and papers. With his son, a boy of ten years of age, who fired a gun from the carriage at the leader of the band, and killed him, he was loft almost lifeless on the spot; he was wounded in ten different places, and recovered slowly and with great difficulty.

The singular details of these travels, which often seem to border upon the marvellous, surpass in valuations.

seem to border upon the marvellous, surpass in va-riety the most interesting romance, while they pro mise the most valuable acquisitions to science. At one time we see the hero, like Marco Polo, the favorite and minister of a mighty Tartar prince, and raised by him to a princely dignity; at another, devoted to a romantic passion for the pride of the harem of his new master, encountering the greatest dangers, and obtaining ultimate success; here commanding armies obtaining until a success; here commanding armonad giving battles; there, again, appearing as the leader of savage hordes, among which he discovered the aboriginal breed of the horse of Central Asia, which is said to excel all the Arabian races; and again, inventing a new conductor, which seems destined to supersede that of Franklin.

As we hope soon to be favoured with a more de-

tailed account of this distinguished traveller from own pen, we shall content ourselves (and this chi

own pen, we shall content ourselves (and this chiefly for the purpose of drawing the attention of the public to the work itself) with adding merely a few general particulars respecting Dr. Tavernier.

The principal object that induced him to visit the same quarter of the globe which had illustrated the life of his grandfather, was to form, by accurate personal observation, a fixed system on the nature of the plague and similar disorders. According to the opinion of Dr. Tavernier, if we rightly comprehend it. plague and similar disorders. According to the opinion of Dr. Tavernier, if we rightly comprehend it, the ground of the form which it assumes may be considered as lying more in the juices of the body itsel than as originating in contagion, which is rather only the occasional cause of the manifestation of the dis the occasional cause of the manifestation of the disease; "for," he says, "I have more than once seen contagion produce, in the same forms of disease, here the yellow fever, there the plague, and there the cholera, merely according to the difference of the individual dispositions. For this reason I even then called that singular scourge le fleautricephal; when I, at the same time, discovered in the mountains of Mongolia, which no European had ever before visited, the secret that snow and ice are the real specifics against every form of this disease; and I there delivered entire hordes from it, merely by leading them from the plain into the middle icy regions.

"Surrounded by those sublime scenes of nature,

"Surrounded by those sublime scenes of nature, proud and happy at one of the most salutary discoveries for the welfare of the human race, I wrote in my memorandum book the lines which my friends e placed under my portrait, lithographed at

Leipzig:

Aux montagues de la Mongolie, Je vis, dans vos frimas, l'ame du feu vital, Et lui da foudroyer le ficau trie ephal . Del ama bienfaisante et penible carriere, Put desormais briller d'une douce lumiere.

It was principally among these mountains, and on the eastern bank of Lake Aral, that the doctor convinced himself that ice is the true antidote a-

remains have now been removed to the upper cemetery of this city.—[Detroit Courier.]

[From "Tutti Frutti" of Prince Puckler Muskau.]

A REMARKABLE CHARACTER.—It is by no means necessary to travel far in order to meet with something remarkable. During a visit which I lately made to Leipzig (says the Prince) for the purpose of seeing my much-esteemed friend the Prussian General Baumgartner, I met at his table a highly interesting person, whom I beg leave to introduce to the acquaintance of my readers.

He was no other than the French captain of the guards, Dr. Emir, Chan Alcibiades de Tavernier, grandson of the celebrated traveller of that name, and himself even a greater traveller than his renowned ancestor.

Having been restored to health from severe wounds which he had received in the great battle of Leipzig, M. de Tavernier resolved to renounce the military career, and, in pursuance of a long cherished incli-

MARY AND DESTRUCTIVE TORNADO IN VIE. -The Petersburg Intelligencer, of Thursday last, gives the following description of a tornado d its effects, that occurred the Monday previous

and its effects, that occurred the Monday previous.

The most terrific tornado ever witnessed in this part of Virginis, occurred on Monday last. The destruction of human life and property of every kind is truly appalling. It would be impossible to give more than a faint outline of its desolating fury. The scene is represented by those who had an opportunity of witnessing it, as one of surpassing and inexpressible grandeur and sublimity. Every thing, within its range, was haid prostrate; the largest trees were torn up by the roots and carried a considerable distance; dwelling and out houses were levelled with the earth, and their fragments scattered in every direction.—The day had been cloudy, with occasional showers. About 3 o'clock the clouds assumed a black and lowering aspect: in a few minutes after, the whirl-wind commenced its ravages. A correspondent who wind commenced its ravages. A correspondent who witnessed its violence, says, "it was in the form of an inverted cone, and every cloud near seemed to rush into the vortex. As it approached, you might rush into the vortex. As it approached, you might see the limbs of the forests careering through the darkened air. Its duration, at any point, was not more than one or two minutes." Its general course was from West to East; its width varied from two hundred yards to half a mile; and, from what we have already heard of its destructive march, its extent could not have been less than seventy miles. following details will, we fear, present but a very im-perfect sketch of its devastations.

A gentleman writes us that the tornado "appear to have commenced in the county of Lunenburg, near Hungry Town, where almost all the heavy timber was torn up by the roots, and where it proved very fatal. Near this place, it seems that the poor (who lived in log houses) were the principal sufferers, several negroes and children being killed. Hence it massed by Nottower Courthouse where the roots. passed by Nottoway Courthouse, where the storm instead of abating increased—the public road being rendered utterly impassable. From Nottoway Court-house, or near that place, the wind passing in a North-east direction, reached the plantation of Mr. R. Fitzgerald, where great injury was done, but no lives lost. Near his residence was that of Mr. John Fitz, who suffered immensely, having one negro killed, another's arm broke, and various others injured. Hence it pursued the same course to the house of Mr. Justice, where great injury was likewise sustained, several persons severely injured, and the life of one despaired of. The next death was that of Mr. Joshua Hawks, an honest, upright citizen, who was literally crushed, his wife at the same time receiving injury so severe, as to leave but little hopes of re-

The next place from whence we have any authen tie particulars, is Curtis's (formerly Reese's) on Cox Road, where the storm appears to have been equally destructive. Mr. Curtis writes us "that every house on Mr. Herbert Reese's plantation, except his dwel. ling house, was blown to atoms; Mr. Frank Reese, ing house, was blown to atoms; Mr. Frank Reese, the Overseer, and 3 negroes, lost their lives; several other negroes badly crippled; his wagon, which was nearly new, was hurled to atoms, even the wheels broken in fragments, and the hubs blown two or three hundred yards. Mrs. Jincy Crowder had every house on her farm (dwelling house and all) term to pieces. Old farmer Reams lost every house except his dwelling house. No lives at either of the two last named places. I understand from a gentleman traveller that it passed on in the neighborhood man traveller that it passed on in the neighborhood of Col. Jeter's. Several lives lost in that neighborhood. I also hear that it has done considerable damage in the neighborhood of Thos. Jordan's, with the loss of lives, &c. It appears that it passed from west to east near on the north side and nearly parallel with Cos Road.

We have no certain accounts of the ravag the tornado after it passed the neighborhood of Cur-tis', until it reached the plantation of Mr. Wm. E. Boisseau, about four miles from town. The scene Boisseau, about four miles from town. The scena at this place baffles every attempt at description.—Here its desolating fury spared nothing. The dwelling house, kitchen, barn, &c. were entirely demolished, and their timbers, plank, &c. separated into fragments and scattered over the farm in every direction. Nothing is left to mark the site of the into fragments and scattered over the farm in every direction. Nothing is left to mark the site of the dwelling house but a small portion of the brick foundation. The family escaped from the house, and attempted to take refuge in the garden, but were overtaken by the whirlwind, and knocked down by the flying wreck of their former dwelling. Mr. B's brother, a fine youth of about 14 years of age, was killed: and Mr. B., his wife, and four other immates of his family, were wounded, though not dangerously. In the negro quarters the injury was equally

savere—one woman was killed, and six or eight others were wounded, one very dangerously. The loss sustained by Mr. B. is very great. The persons who have subsequently visited the place describe it as though the genius of destruction had made it his temporary abode.

From Mr. Boisseau's it passed along near the Southern boundary line of this town, without doing much injury until it reached the plantation of Mr. Augustine Burge in Prince George. A friend has given us the following account of its devastations in that direction: "At Mr. Augustine Burge's it blew down his stable, and almost all his negre houses; fortunately no person was killed, but several were slightly hurt. At Hall's Field, the plantation of Mr. Wm. Baird, every house was blown down except the dwelling, a two storied house near it, a kitchen or two, and the machine house. The Wagoner, John, a faithful servant, was killed in the woods by the falling of a tree; the two horses in the wagon were libraries killed. falling of a tree; the two horses in the wagon were likewise killed. At Hickory Hill, the residence of Mr. Wm. Shands, jr. a cotton gin, a stable and kitchen were blown down. There were two negro men were blown down. There were two negro men in the kitchen, both of whom were badly hurt;—one of them was carried with the wreck of the house at least fifty yards. So tremendous was the storm, that, from Walnut Hill, Mr. J. V. Wilcox's country residence, to Preston, the residence of Mrs. Ann Thweatt, you have a vista scarcely interrupted The forests, too, through which the tornado passed, were wooded with as majestic a growth as can be found probably in Virginia."

At Preston, the residence of Mrs. Ann H. Thweatt, there is not a house except the dwelling and one small out house left standing. One negro was killed and ten or twelve wounded. A gentleman who has seen the effects of the storm on this plantation says, that it presents the appearance of having been visited

by a heavy freshet.

We have no further particulars of its progress to the East, but we learn that it crossed the James river, between Tarbay and Coggins' Point.

STATE OF SPAIN.

[From the London Courier, of 2d April.]

The state of Spain is anomalous; no less so, beuse of the anomalies of the Spanish character (and these, Heaven knows, are strong enough,) but also, because of the peculiar circumstances which have led that country into an unintended, and, there-

, imperfect revolution. he French Juste Milieu stands upon a large base, whether a solid one or not, is a question which time only can solve. But, whether it be called the mopoly of a too restricted, and nearly oligarchical constituency, or the legitimate influence of the most wealthy and intelligent part of the French nation, it is equally certain that the Government, which is nevertheless representative of a party, rests upon the majority of the electors and National Guards, and, with few exceptions, upon the moni-ed interest. Now, is that the case in Spain? Is there in that country anything settled, whereon a Government of the Juste Milieu can be founded? We think not.

We must not dissemble one thing. The Crown in Spain is in abeyance. It was one of the best sayings of Napoleon, that "thrones were but a few boards and a piece of velvet," and now, the Spanish crown is a mere empty bauble.

The title of the young Queen to the throne is a dubious one. True it is, that by the ancient laws of Spain, the rights of the females to the succession were acknowledged; and it is equally true that the Cortes of 1789, petitioned that the Salic law, introduced into Spain by Philip the Fifth, should be repudiated. But then, on the other hand, the acts of the Cortes of Philip the Fifth, in favor of that Salic law, was a valid one, and published as such, whilst the act of 1789, lately alluded to, though, it is said, agreed to by the King, had not been published, and can hardly be considered as a law.

It is no less certain that the Certes of 1810 declared in favor of the female succession, but their

decision is of no value in the eyes of Ferdinand's widow and daughter, by whom that famous and patriotic assembly is still viewed, at least officially,

patriotic assembly is still viewed, at least officially, as no better than a revolutionary and illegal power. Even the meeting of the mock Deputies of the Spanish nation in 1633, though intended to sanction the title of the young Princess, had a tendency to render it still more dubious than it was before. By procluding the discussion of it, the Spanish Government seemed to fear that the decision taight, nay probably would, be unfavorable to its own views, and by a curious infelicity that ludicrous assembly met, we may say, to enter a silent protest against

one woman was killed, and six or eight the act, the sanctioning of which was the ostensible were wounded, one very dangerously. The object of its convecation.

the act, the susctioning of which was the estensible object of its convecation.

The consequence of such an accumulation of blunders and follies, which might have been anticipated, are most unfortunate. By a large party of the Spanish nation, Don Carlos is considered to be the legitimate King of Spain. And we are not rash in saying that among the supporters of the young Queen, a large portion care but little about her title, and look upon her as a rallying word—a motto or a banner under which the battle of the good old cause of the Constitution against the ancient despotism is of the Constitution against the ancient despotis be fought over again.

But if the title of the young Queen of Spain is liable to objection, the situation of her mother, the present Regent, to whose lot it had fallen to enforce and sup-port the rights of the Royal infant, is eminently calcu-lated to embarrass and endanger the cause of female succession. Regencies, particularly under a despo-tic form of government, are proverbially weak and unsettled. The government of a female and a fo reigner seldom commands respect or popularity.— There is besides in Spain a prejudice against Italian Princesses. The effects of all this are already felt. There are ugly reports abroad which we do not be-lieve, on the principle of our laws, which forbid us to look upon an individual as guilty until after conviction, founded upon convincing evidence. Yet, ad mitting those loud whispers to be foul calumnies, they are not the less likely to be attended with inju-rious consequences. The reported levities of Marie rious consequences. The reported levities of Marie Antoinette, whether the reports were totally false or only exaggerated, had a very important share in her own misfortunes and those of her husband and family. The present regent of Spain has done little to enlist The present regent of Spann has done little to enlist in her favor the feelings of any party in Spain. The Queen Regent should be like Cesar's wife; for, to be suspected, is, in her case, as far as that can influence the public mind, for all practical purposes, tantamount to being guilty.

Don Carlos is differently situated. Of talent and energy he has been found hitherto sadly deficient,

and yet his popularity among the Spaniards is even unto this moment unimpaired. He is still supposed to be a man of strong principle and sound public and private morality. He undoubtedly possesses many, and is held to possess all the qualities that best suit the ruler of a grave and religious people. Unlike his departed brother, his sincerity never was nor is doubted. Those virtues which he may want, he re-ceives credit for, and upon that credit he can largely draw upon the resources and zeal of an enthusiasti-cally devoted population. During the Peninsular war the bright halo which snrrounded the distant Fer-dinand, made him appear in the eyes of his subjects as a being invested with more than earthly perfec. valence was mainly serviceable to the triumph of Spanish Independence. In that respect Don Carlos has now succeeded his brother, and is in full posses.

sion of the benefits of a succession of which no law can deprive him.

When we take all those things into consideration we shall see that the Pretender to the Spanish throne has some chance of success. We know that such is the view entertained, by those—good judges, too—who were heretofore inclined to think otherwise.— One European Government, which has hitherto shown great zeal for the cause of the young Queen, betrays present symptoms of a contrary tendency, be it owing to want of faith in her power, or to dislike of a cause which must become connected with that of political liberty. The announced dispersion of the French army stationed on the Spanish frontier is truly a most unaccountable measure, unless it be meant to assist the Spanish Carlists, since the reasons which led to the assembling of that body are still subsisting, as the rebellion in the Spanish provinces is far from being subdued.

We are far, however, from despairing of success

We are far, however, from despairing of success to the cause of the Queen. She has some favorable circumstances on her side, which only the folly or guilt of an imbecile or designing administration can render unavailing. It is no mean advantage to be in possession of the actual powers of the Government, particularly when we consider that the Constitutionalists of 1820, notwithstanding a strong opposition both at home and abroad, were enabled to keep their ground, till the insurgent Royalists brought in an overwhelming French force on their own side.

The Queen Regent can now depend on a larger

staunch and unfortunate defenders of the fall. cortes. These men, heretofore, and perhaps ren now, disagreeing in principle, are yet bound to ther by the strong tie of common interest. There no salvation for them except in the triumph of the ueen's cause, and that cause cannot be saved ex-opt by its being identified with that of free insti-

A further and strong chance in favor of the Queen may be found in the conduct of her adversaries.—
Had they left the Constitutionalists alone, perhaps the Regent could not at present rely upon their support, which indeed she never did nor does now deserve. But the blind fury and party zeal of the Carlitte make it a receive the intended victims of lists made it a necessity for the intended victims of a forthcoming and clearly denounced persecution, to arm themselves in their own and the Queen's de-

The Regent of Spain and her ostensible and real advisers must be blinded indeed if they do not perceive their true situation, or if they neglect to improve those chances of success which they still have on their own side.

The path they have to follow lies clear before them; there is no mistaking it; and let it be kept in mind that no other path is safe.

They must arm the Constitutionalists, and they

assemble the Cortes.

These are no metaphysical principles—no delusive theories—but, on the contrary, practical questions, which involve security for life, for limb, and pro-

It is a mere absurdity to talk about the qualifica-tions for the national militia. Those men ought to be armed who are willing and ready to fight, and are likely to fight well.

Nor is the meeting of the Cortes a question of a less practical character. A bill of exclusion against the President and his offspring must needs be the first act of the Legislature. This is no time for idling and procrastinating, and closing the eyes to dangers that look upon you full in the face. Something more than the repeal of the Salic law and an insurance for two lives, is required by those men whose lives are threatened by an exasperated party. The doctrine of the sovereignty of the people may be disliked by many of the Queen's supporters, but they all must know what fate awaits them should the death of two infants place the legitimate power in the hands of Don Carlos.

The necessary consequences of such measures as are here urged may well be anticipated. They will be no less than the establishment in Spain of a representative government, whereby the liberties of the Spaniards, and the interests of the ruling party among

them, may be secured and consolidated.

It is both to the enthusiasm for liberty, and the sense of security, that the Queen Regent of Spain must, and can only be, indebted for success. To the enthusiasm and rightly understood interests of her adversaries she must opnose the influence of her adversaries she must oppose the influence of her adversaries she must oppose the influence of equally solid and energetic principles. She has to appeal at once to the noblest, and the most vulgar passions—to call to her aid the patriotic zeal of the truly liberal, and the vigorous efforts of selfish interests threatened in their tenderest points. Let her appeal quickly to the devotedness of the partiot, and the common sense of the people, er she will perish, and leave behind her a name significant of folly, feebleness, and guilt, which will excite, perhaps, more than any name in history, indignation and contempt.

TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, ander the rame of Durfee, May & Co. offer to supply Rope of any required length (without uplies) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Repe, the public are referred to J. B. Jervis, Eng. M. & H. R. P. Co., Albany; or James Archibakl, Engineer Hudson and Delaware Canal and Railroad Company, Carbon dale, Luzerne county, Pennsylvania.

Hadson, Columbia county, New-York,
January 29, 1833.

NOTICE TO MANUFACTURERS.

BJ SIMON FAIRMAN, of the village of Lansingburgh, in the county of Renseslaer, and state of New-York, has invented and put in operation a Machine for making Wrought Nails with square points. This machine will make about sixty 6d nails, and about forty 10d nails in a minute, and in the same proportion larger sizes, even to spikes for ships. The nail is hammered and comes from the machine completely heated to redness, that its capacity for being clenched is good and sure. One horse power is sufficient to drive one machine, and may easily be applied where such power for driving machinery is in operation. Baid Fairman will make, vend and warrant machines as above, to any persons who may apply for them as soon as they may be made, and on the most reasonable terms. He also desires to sell one half of his patent right for the use of said machines throughout the United States. Any person desiring firther information, or to purchase, will please to call at the machine shop of Mr. John Humphrey, in the village of Landangburgh.—August 18, 1833.

Builder of a superior style of Passenger Cars for Railroad
No. 264 Elizabeth street, near Bleecker street,
New-York.
The RAILROAD COMPANIES would do well to examinate Cars; a specimen of which may be seen on that part the New-York and Harlem Railroad, now in operation.
J 25 tf

RAILROAD CAR WHEELS, BOXES AND AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels completed the Jefferson Cotton and Wool Machine Factory and Four dry. Paterson, N.J. All orders addressed to the subscriber at Paterson, or 60 Wall street, New-Tork, will be promptly at tended to. Also, CAR SPRINGS.

Also, Flange Tires turned complete.

J8 ROGERS, KETCHUM & GROSVENOR.

NOVELTY WORKS,

Near Dry Dock, New-York.

Near Dry Dock, New-1012.

Parthomas B. Stillman, Manufacturer of Stean Engines, Boilers, Railroad and Mill Work, Lathes, Presses and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretefore used. The fulles assurance is given that work shall be done well, and on reaconable terms. A share of public patronage is respectfull colicited.



INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

MANUFACTORY.

37 EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Enguacers, that they continue to manufacture to order and keep for sale every description of instruments in the above branches, which they can furnish at the shortest notice, and or fair terms. Instruments repaired with care and promptitude

For proof of the high estimation on which their Surveying instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen o distinguished scientific attainments.

Instruments are held, they respectively the public perusal, the following certificates from gentlemen of the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewin & Heartte.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Olrio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally belayed, in order to afford a longer time for the trial of the Lastruments, so that I could speak with the greater confidence of their merits, if such then should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Censtruction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the Baltimore and Ohie Railroad.

I have examined with care several Engineers' instruments

Raifroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit levels, and Surveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modera improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

WILLIAM HOWARD, U. S. Civil Eagineer.

Baltimore, May 1st, 1833.

To Messrs Ewin'and Heartte—Asyou have asked mete give my opinion of the merits of those instruments of your manuacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming aquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by my seif, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your satablishment in this city, to relieve us of the uccessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you sell the success which your enterprize so well merits, I remain, yours, &c.

E. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Rail, road Company.

A number of other letters are in our possesion and might be introduced, but are too lengthy. We should be happy to submit them, upon application, to any person desirous of perus my the same.

LOCOMOTIVE ENGINES.

BY THE AMERICAN STEAM CARRIAGECOMPANY, OF PHILADELPHIA, respectfully inform the public, and especially Bailroad and Transportation Companies, that they have become sole propintons of certain improvements in the construction of Locomotive Engines, and other railway carriages, accured to Col. Stephen It. Long, of the United States Engineers, by letters patent from the United States, and that they are prepared to create any orders for the construction of Locomotive Engineer, Tenders, &c. with which they may be favored, and pledge themselves to a punctual compliance with any engagements they may make in reference to this line of pushess.

business.

They have already in their possession the requisitual for the construction of three classes of engine gines weighing four, five, and six tons.

The engines made by thein will be warranted to tree following rates of speed, viz. a six ton engine at a speed of 18 hour; a four ton engine at a speed of 28 hour; a four ton engine at a speed of 28 12 miles. Their performance in other respects will be warrant that of the best English engines of the same class, we not only to their efficiency in the conveyance of but to their durability, and the cheapness and facility pairs.

The engines will be adapted to the use of anthracite coal lne wood, coke, or any other fuel hitherto used in locometive

plue wood, coxe, or any once the control of the terms shall be quite as favorable, and even more mode rate, than those on which engines of the same class can be precured from abroad.

All orders for engines, &c. and other communications in reference to the subject, will be addressed to the subscriber, in the city of Philadelphia, and shall receive prompt attention.

By order of the Company,

WILLIAM NORRIS, Secretary.

December 2d, 1433. For further information on this subject use No. 40, pag

RAILROAD TURNOUTS, REVOLVING PLATFORMS AND SIDELINGS.

PLATFORMS AND SIDELINGS.

The subscriber having been for some years engaged in constructing turnouts, and inserting the necessary switches and fixtures appertaining to the same, on the Baltimore and Ohio Railroad,—and as those works on that road wiff be shortly coun pleted, he is desirous of being employed by any Railroad Company requiring work of the above description.

He will either contract at a fixed price to execute the work he providing all the necessary materials and fixtures, or otherwise,—or he will engage himself at a stated salary.

In relation to his abilities and general character he begs to refer any Company, disposed to engage him, to the Baltimore and Ohio Railroad Company.

Letters can be addressed to him at the Office of Construction Baltimore and Ohio Railroad, Baltimore.

REUBEN ALER.

SURVEYORS' INSTRUMENTS.
To Compasses of various sizes and of superior quality

A Tompasses of various sizes and of superior quanty warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street,

J31 6t corner of Maidenlane.

ENGINEERING AND SURVEYING
INSTRUMENTS.

TO The subscriber manufactures all kinds of Instruments his profession, warranted coust, if not superlor, in vrinciples-construction and workmanship to any imported or manufactured in the United States; several of which are entirely sesamong which are an Improved Compass, with a Telescope atached, by which angles can be taken with or without the unofths needle, with perfect accuracy—also, a Railroad Gusion etcr, with two Telescopes—and a Levelling Instrument, with Goniometer attached, particularly salapted to Railroad purp w.M. J. YOUNG,

Mathematical Instrument, Maker, No. 0 Dock street

Mathematical Instrument, Maker, No. 9 Dock street, Philadelphia.

Mathematical Instrument, Maker, No. 2 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.;

Baltimore, 1832.

In reply to thy inquiries respecting the insuruments manufactured by thes, now in use or the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is even. The whole number of the "Improved Compass" is aight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable. I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any other is use, and the improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vanc sights, leaves the assessment of the street of the proved compass the superior of any other description of Agent and the improved Compass is any perior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

on this Road.

This instrument, more recently improved with a revietescope, in place of the vane sights, leaves the enscarcely any thing to desire in the formation or convenit the Compass. It is indeed the most completely adapted to all angles of any simple and chear instrument that I heaven, and I cannot but believe it will be preferred to all now in use for laying of rails—and in fact, when known, it will be as highly appreciated for commen surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Rail

Having for the last two years me Young's "Patent Improved Company lieve it to be much superior to any oth-now in use, and as such most cheering giacors and Surveyers. E. H.

Germantown, February, 13

For a year past I have used finstruments made by Mr. W
Young, of Philadelphia, in which he aus-combined the proties of a Theodelite with the common Level.
I consider these instruments admirably calculated for la
out Railroads, and can recommend them to the notice of E
neurs as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,
mt 1y

Germant, and Nourist, Railror

"LAZY SAM."

"LAZY SAM."

The following story will not be worth the less for being true. A Kentucky horse drover being in South Carolina with a drove, happened to take it to the neighbourhood of Gen. H.—, whose character for jockeying and manouvering in trade is much more celebrated than his feats in arms. The Kentuckian having perfect acquaintance with his character, went to see him to sell him some horses, or to swap—or to run a race, as the fates and destines might order and decree. decree.

He was one of our careless unconcerned knock down and drag out looking sort of fellows: who would assume just as much simplicity of countenance and address, as circumstances might require. He had the appearance of being about twenty-two or twenty-three years of age, as usual was dressed in blue mixed all.

Gineral,' said he, ' I am just from old Kentuck with some powerful nice horses, and may be you want some. Daddy told me if I came in your parts to call on you, and he reckoned may be you would buy a pair of matches, or help me out in tradin, for he said you had a power of money, and understood tradin to a scribe. Here's a letter from him,' handing tradin to a scribe. Here's a letter from him,' handing one. 'And besides I've as nice a pair of matches, as you could shake a stick at; and as tight a nag for a quarter, Daddy says, as any in the parts: but he says I must run no races, caze mought lose, and we want all the money we can scrape to pay for land. But I reckon he'd suit you to a fraction, caze you are a property of the says of the same and the same are a powerful change of sportin character, mought win a powerful chance of

oney on him. While he was thus introducing himself and telling his business, the General opened the letter which

read as follows :

Dear Gineral-I take this opportunity to wrigh to you by my Job, who is taken the first drove he ever driv, and I want you to roll a log a leetle for him, if so be it suits you. Job's spry enough at home, but has nt cut his eye teeth yet, and you'll lend him a hand, I'll due as much for any of your boys if you've got any, whenever they come to these parts tradin or any thing else. So no more at present, but remain your affectionet friend till death.

PETER TOMPKINS. The hero of horse races, cotton bags and sugar hogsheads, thought that he perceived a neat speculation, and acted accordingly. Mr. Job Tompkins was received with much courtesy; his man and boy entertained with the best in the larder, whilst the five and twenty horses were not neglected. It is the General had not the slightest recollection of his friend and correspondent, Peter Tompkins. He might have once known him, or not. It was the same thing. Here was Job, a raw Kentucky strip-ling, with twenty-five fine horses, as easily squeezed as a ripe lemon. It was not in his nature to for

In the meantime Mr. Job Tompkins made himself quite free and easy, and swaggered about the costly furnished apartment as if he had been in a log cabin. He viewed the silver plate on the sideboard with

much apparent astonishment, and a pair of silver anuffers, especially, excited his curiosity.

*Lord Gineral! ar them thar candle snuffers made out of the pure stuff? I never see'd any afore but ir'n ones, and mamma uses her sheers. And all them ar things on that ar big chist (the sideboard) is the ra'al Spanish castins! I heard talk of this afore, but never Now if I was to tell this in our settlement, may be they would'n thop straddle of me, and ride over me rough shed, for a liar. But they say you're a powerful sight the richest man in the South States,

To all which the General returned suitable anwers; and Mr. Job and he were hand in glove, for the time being. Each man resolutely bent to make a successful lodgment in his neighbor's pocket with a successful lodgment in his neighbor's pocket with the view of clearing it out, a Herculean labor to be sure;—when Job heard in the next room the sound of music. Several Kentucky reels were played, anon the aweet breathings of a melodious voice sung

Sweet—sweet home.'

'May I be _____d' said Job, 'if that dont beat
Bob Walker, and he's a patch above common. But
that aint none of your music boxes I know; it cant be.

My daughter is playing on the piano,' said the General, 'we will walk in the room and hear her.'—Here were blandishments to strike Job dumb, and entrance all his senses.

44 The man who has no music in his roul, And is not moved with concord of sweet sounds Is fit for treason, stratagens and spoils."

Job thought a man might love music and spoils al

music in his own way most rapturously.

Said Job, 'May I never pull another trigger, if she's not a priming above any thing I heard talk about. Why she's chartered! She's a ra'al one, I assure you. Why its enough to make a fellow swim that cap't; and if it was'nt for all thes fine kiverlids over the track, (the carpet) and I had a partner to my mind, I'd go my drove to nething or less, I can shake the sticks off of any boy you can produce.' The General now thought the Kentuckian ripe

To aid in which he had been well plied nough. with choice liquor as he denominated the Brandy

The horses were brought out and examined, and praised, and cheapened, and faults found with

They could agree upon nothing.

'Well, where is your quarter horse?' asked the General. 'Oh, ho! I sort o' tho't what you were after,' answered Job, 'for you hardly looked at them thar matches, and these fine geldings.' So you must be after the quarter nag. Jim fetch up Lazy Sam, will you! Now Gineral Pll tell you, honor bright, he's never been lick't in a quarter spurt, but once; by Joe Miller's sorrel mare, which runs like a streak of lightning. She's a ra-al screamer. Daddy swept of lightning. She's a ra-al screamer. Daddy swep for him last fall after she tanned him out. If I know ed her I'd give you her marks, so as you might'nt be tuct in. For I heard Joe was bringing her to the South to win the expenses. But here's the horse any how, and I assure you he's not slow.'

Now be it remembered that honest Job was not ig-

norant, that General H——— was at that time the owner of this identical mare, and for reasons best known to himself he wished to make a race be

ween her and Lazy Sam.

The General examined Lazy Sam with the eye of Jockey.

a Jockey.

'Pish;' said he very contemptuously, 'why this thing cannot run; why it's as flab-sided as a sheep, and as heavy shouldered as a hog, and cut hammed besides: I would not give a good mule for three of it. Why did you net bring a lot of mules to mar-I would have bought some at a fair Your horses do not suit me. Pray what do ket? price. you ask for this thing which you call a running nag? It may de to plough a season or two.

work?"
Unlike the Job of ancient days, Job Tompkins suffered his anger to rise and master him. At least he made the General think so. To use his own words, he corvorted. He screamed out.

Hello! Mister, I wonder you're so mighty wise considering you know so little. Why you make me feel all over in spots, to listen at you. I reckon may be you've got a quarter nag yourself: aint

'I have a plough nag here' said the General very oolly, 'that I am sure can run away from that thing

of yours.'

'Thing?' holloed Job, 'why you make me feel all sort of wolfy, and I've a good mind to go my whole lot again any thing you can parade in the whole 'I would not spoil a good mind then,' quoth the

General. 'But I suppose you are afraid to run, as your father has forbid it.'

I dont care a solitary flint what Daddy says when my Irish is up,' exclaimed Job indignantly.
out your nag and let's see it.'

The General gave the order; and as Job expected, the sorrel mare, (once Joe Miller's) was brought forward.

While Job examined her, his adversary enden-vored all he could to fret him by dispraising his horse; and Job appeared to be worked up to fever

To cut short the story, the drove was staked against twenty-five hundred dollars in a check upon the C—Bank. And the company adjourned to the General's track, to see the race. On the way Job stopped short, and facing the General, asked very

'Now you're sure this aint Joe Miller's Nag? My mind sort o' misgives me, caze from what I've heard they sort o'favor like.'

'D—n you Joe Miller and his nag also,' replied the General, 'the mare is mine I tell you.' This appeared to be satisfactory.

I have given you the General's description of Job's running horse—done to fret him. It was by no means a correct one. Lazy Sam was a well made poney of the Printer stock, but was of a mild, sleepy, sluggish disposition, until his mettle was roused.—
He generally went with his eyes half shut, and his head drooping at an angle of forty-five degrees.—

He felt a liking for both: Therefore he applied the When the General viewed him he was in this

The horses were in the General's stable and the check for two thousand five hundred dollars in the hands of a gentleman present. The General had no doubt about keeping all Job's fine horses and sending him home on his ten tees. Job thought differently. Lazy Sam was led along by Job's boy, as sleepy as usual. The preliminaries were adjusted, and ridges mounted. As Job throw lim on Lagrand. and riders mounted. As Job threw Jim on Lazy Sam, he sprang all fours off the ground; and his dull sleepy look, was changed into a wild, almost devilish expression.

He looked as Job did when he 'corverted.'

The General lest his usual mahogany color, and looked pale; but he said nothing.

Lazy Sam won the race by thirty feet.
Job was suddenly cool as a cucumber. And as he put the twenty-five hundred dollar check in his greasy pocket book which he did very deliberately, he look-

ed round cunningly.
'I sort o' think that's first rate and a half,' said Job, 'and a little past common. Why Gin'ral, Sam's laid you as cold as a wedge.' He turned round suddenly to his rider, 'Jim' said he, here's five dollars, why it all goes in a man's life time. But the Gene ral looks as if he'd been squeezed through the leetle end of nothin, or less.'

TO IRON MANUFACTURERS AND OWNERS

OF IRON ORE BEDS.

JOSEPH GOULDING, of Keeseville, Essex county, N. V., has invented and patented a Magnetic Separating Machine, for separating Iron Ore from the extraneous matter usually found in connection with it; and te begs leave to recommend to the especial motice of owners of Ore Beds as possessing qualities of great importance, as by the use of it many ore beds can be made very valuable, it being applicable in all cases when the Ore is magnetic.

very valuation is come space in much improved by the pro-magnetic.

The quality of the iron made is much improved by the pro-cess of separation, indeed go d iron can, after separation, be made from ore which would without it be considered not worth working. There is also found to be a great saving in the trans-portation of ore, and in time and fuel required to work the same

nto Iron.

Mechanics can be furnished at short notice which will separate from half a ton to twenty tons each in twenty-four hours.

J. Goulding also manulactures to order, Cylindrical Perge and Blast Furnace Bellows, of the most improved construction, and which are successfully used in nearly all the Forges and Furnaces in Climon and all the adjoining counties.

M 14 f

RAILWAY IRON.

				,	EN. A D In
1	Ninety-	five tons o	t inch by	inch,	Flat Bare in
_	200	do.	11 do.	do.	feet counter sunk
	40	de.	14 do.	do.	holes, ends cut at
	800	do.	2 do.		an angle of 45 de-
	800	do.	21 do.		grees with soli-
		cing plates, nails			

250 do. of Edge Rails of 36 lbs. per yard, with the requisite

chairs, keys and pins.

Wrought Iron Rims of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Loco-

Wheels of Railway Cars, and of the selection of Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment.

South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in the country and Great Britain, will be exhibited to those disposed examine them.

ALBANY SEED-STORE AND HORTICULTURAL RE-POSITORY.

The subscriber having resumed the charge of the above establishment, is now enabled to furnish tra-ders and others with FRESH GARDEN SEEDS.

above establishment, is now enabled to furnish traders and others with FRESH GARDEN SEEDS, upon very favorable terms, and of the growth of 1833, warranted of the best quality.

The greatest care and attention has been bestowed upon the growing and saving of Seeds, and none will be sold atthis establishment excepting those raised expressly for it, and by exporienced seedsmen; and those kinds imported which cannot be raised to perfection in this country; these are from the best houses in Europe, and may be relied upon as genuine.

It is carnestly requested whenever there are any failures hereafter, they should be represented to the subscriber; not that it is possible to obviate unfavorable seasons and circumstances, but that satisfaction may be rendered and perfection approximated.

Also—French Lucera, White Dutch Clover, White Mulberry Seeds, genuine Mangel Wurtzel, Yellow Locust, Ruta Baga, and Field Turnip Seeds, well worth the attention of Farmers.

W. THORBURN,

347 N. Market st. (opposite Post Office.)

37 Catalogues may be had at the Store; if sent for by mail will be forwarded gratis. Orders solicited early, as the bette tustice can be done in the execution.

* . * Mr. Thorburn is also Agent for the following publications

NEW YORK FARMER and American Gardener's Magazine. MECHANICS' MAGAZINE and Register of Inventions & Imprev AMERICAN RAILROAD JOURNAL and Advocate of Internal Im-

provements; und the Nuw-York Arenican, Daily, Tri-Weekly, and Semi-Weekly; cities or all of which may be seen and obtained by those who wish them' by calling at 347 North Market street, Albany.